

VOL. VI. NO. 4.

Capital, \$500,000. **THE ST. PAUL NATIONAL BANK, OF ST. PAUL, MINN.**
Accounts received on favorable terms. Solicit Collections on this point. Make prompt Remittances at lowest rates.
Would be pleased to correspond with parties contemplating business location.
All business entrusted to us will receive prompt and careful attention.
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APRIL, 1888.

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THE
NORTHWEST

DEVOTED TO WESTERN INTERESTS AND PROGRESS.

ILLUSTRATED MONTHLY
MAGAZINE

ST. PAUL - MINNEAPOLIS.
E.V. SMALLEY, EDITOR & PUBLISHER.

INVESTMENT SECURITIES.

SEATTLE.

CHARLES H. KITTINGER.

Real Estate. Bonds. Mortgage Loans.

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The "AUTOMATIC" has proved itself to be the most efficient train and safety brake known. Its application is instantaneous; it can be operated from any car in train, if desired, and should the train separate, or a hose or pipe fail, it applies automatically. A GUARANTEE is given customers against LOSS from PATENT SUITS on the apparatus sold them.

FULL INFORMATION FURNISHED ON APPLICATION.

The Automatic Freight Brake is essentially the same apparatus as the Automatic Brake for passenger cars, except that the various parts are so combined as to form practically one piece of mechanism, and is sold at a very low price. The saving in accidents, flat wheels, brakemen's wages, and the increase of speed possible with perfect safety, will repay the cost of its application within a very short time.

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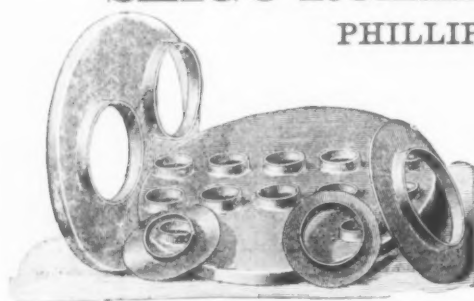
Used by the principal railroads in the United States and warranted unexcelled.

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Railroad Oils a Specialty.

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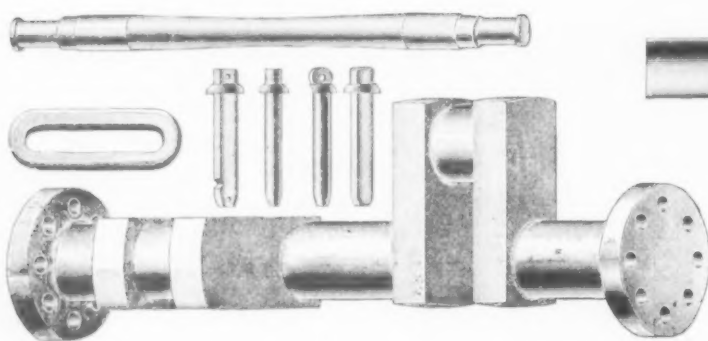
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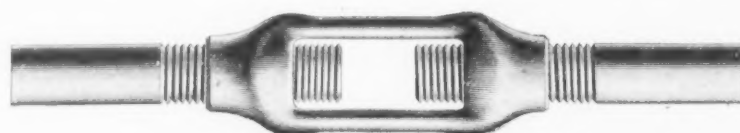
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SPECIFICATIONS of majority of all RAILROADS

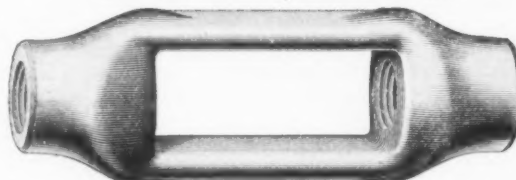
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Turntables, Derricks, Cranes,
Etc., Etc.

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CLEVELAND, OHIO.**

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—AND—

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Loans Negotiated on First Mortgages of Real Estate

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“Washington Territory,” **“SEATTLE.”**

HOLMAN & ROBINSON, *MANAGERS OF* **The Seattle Land & Locating** **COMPANY.**

For Sale, City Property, Acre Tracts and Farms.

TAKE NOTICE.

By corresponding with us we will gladly furnish all desired information on Seattle, King County or Puget Sound to the manufacturer, farmer, stock-raiser, speculator, merchant and investor.

TO THE FARMER.

The farming country about Seattle is of the most productive character. The demand for farm products is far in excess of the production, which gives the King County farmer a sure market for his products. Hay is selling in Seattle at \$25 per ton; oats at \$25 per ton; hops at 20c per pound; eggs at 45c per dozen; butter at 50c per pound. Berries and fruit always command good prices and are grown here in abundance.

TO THE MANUFACTURER.

Seattle has a grander future before her and offers greater inducements to the manufacturers than any city on the Pacific Coast, having excellent shipping facilities both by rail and by water, and an abundance of coal, iron, lumber, copper, marble and limestone, to interest you as a manufacturer.

READ THIS.

To the speculator and investor: We call your attention to the large number of bargains we have in city property, additions, acre tracts, farms and ranches, operated, owned and controlled by the Seattle Land Company. We invite you to come to Seattle, the “Queen City of the Pacific Northwest.”

HOLMAN & ROBINSON,

MANAGERS OF

The Seattle Land and Locating Company,

SEATTLE,

Wash. Ter.

The Seattle, Lake Shore & Eastern Railroad

is now completed and in operation between Seattle and Kelsey's Landing, the present ending of the track, a distance of forty miles, where it connects with steamers for Squak, and stages for Falls City and Hop Ranch. At Union Bay, on Lake Washington, connection is made with steamers for all points on that lake. Trains leave Seattle at 7:50 P. M. for Union Bay, and at 1:30 P. M. for Union Bay and Kelsey's Landing; returning, leave Union Bay at 8:35 A. M. and 5:10 P. M. and Kelsey's Landing at 3:50 P. M., arriving at Seattle at 9:10 A. M. and 5:50 P. M.

This company is rapidly constructing its road eastward and has now forty miles of additional track under contract ending at Bessemer iron mines in the Snoqualmie Pass. This section will be completed during the next few months. The road will be extended over the Pass into the wheat fields and cattle ranges of Eastern Washington as fast as construction is practicable. The present proposed eastern terminus is Spokane Falls. In the Squak Valley, about fifty miles from Seattle, the most extensive deposits of coal of the Pacific Coast known, as the Gilman mines, have recently been opened and shipments to tide water have already begun. Ten miles west from these mines are the Raging River mines, also owned by the Seattle Coal and Iron Co., comprising a group of bituminous coal veins of the most valuable character. These mines will be developed as soon as the road reaches them, and will furnish a superior article of coke, which will be shipped to various points on the Pacific Coast and will be used in large quantity for smelting the

iron ore of Snoqualmie Pass. Sixty miles from Seattle the Moss Bay Hematite Iron & Steel Co., of Cumberland, England, has already begun an establishment of an extensive plant for the manufacture of steel rails. The following is an analysis of samples of ore from the Snoqualmie mines.

No. of Sample.	Metallic Iron.	Silica.	Phosphorus.	Sulphur.
No. 1.....	69.39	2.72	0.035	0.042
No. 2.....	71.17	1.20	.039	.005
No. 3.....	68.56	2.73	.035	.019
No. 6.....	67.17	4.02	.031	.042
No. 7.....	69.40	2.23	.035	.008
No. 8.....	70.18	1.87	.031	.013

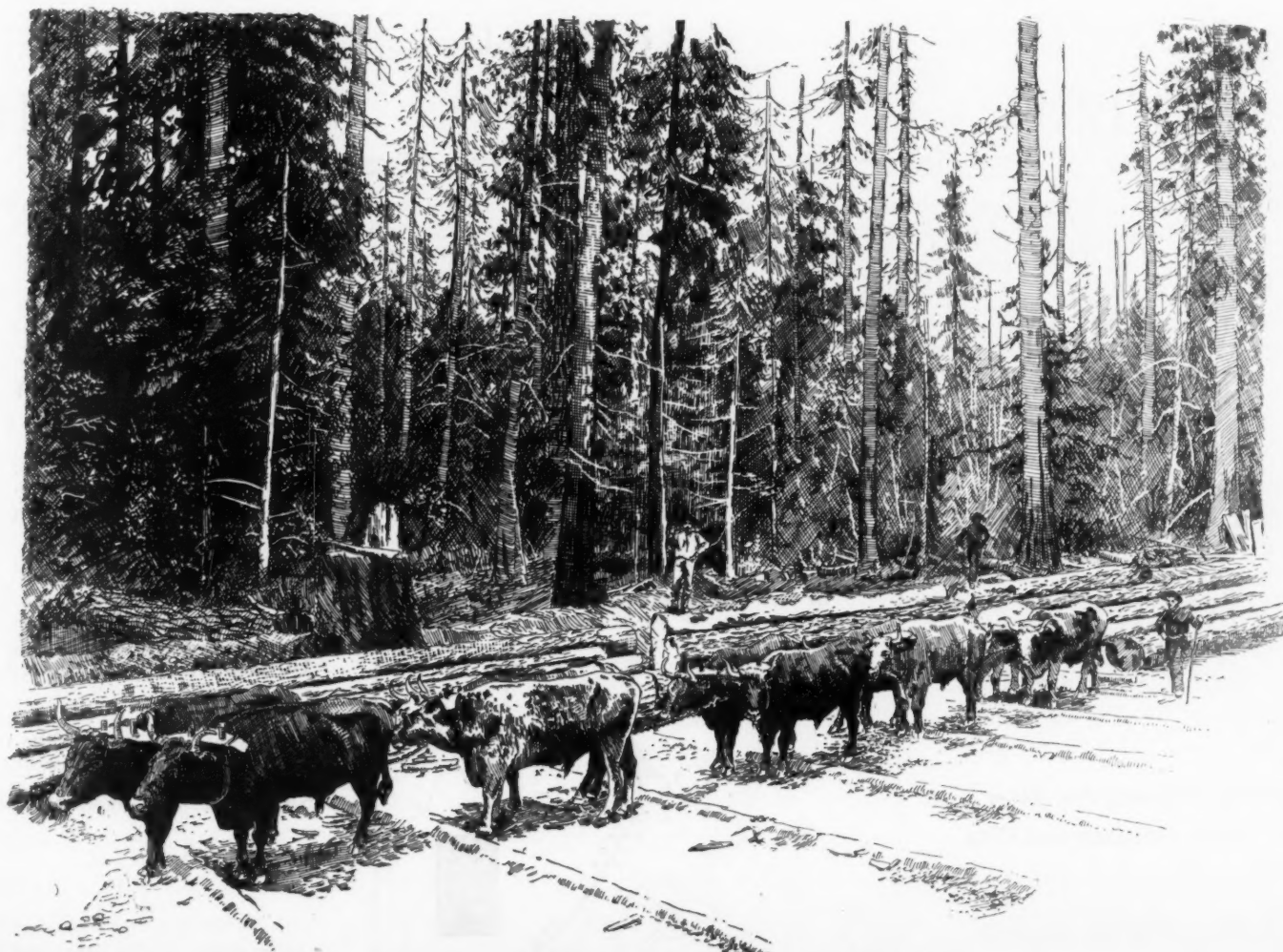
The low percentage of phosphorus contained in this ore is a proof of their value for the manufacture of Bessemer steel.

At Smith's Cove, three miles north of Seattle, an Ocean Dock has been constructed and an extensive wharf and coal bunker is now being erected.

The Seattle, Lake Shore and Eastern Railroad Co., has acquired the right of way of franchises of the West Coast Railroad Co., which has already graded fourteen

miles of track from West Coast Junction to Snohomish. This will be immediately ironed and construction will be pushed as rapidly as possible until the line is completed to the British Columbia boundary, where it will connect with the road to New Westminster on the Canadian Pacific, thus forming a direct line to and from the East. The West Coast Railroad will be operated as a branch of the S. L. S. & E. Railroad.

There are excellent openings for settlers and for the investment of capital in lumbering, mining, hop raising, etc., along the line of the S. L. S. & E. Railroad and its West Coast branch. Numerous rich agricultural valleys are traversed by these lines where farmers can find fertile lands at low prices, adapted to general agricultural, stock raising, and fruit culture, with markets close at hand and with a peculiarly mild, healthful and agreeable climate. For information concerning the road and the country it traverses, apply to W. W. Jennings, General Freight and Passenger Agent, Seattle, W. T.



LOADING LOGS ON THE SEATTLE, LAKE SHORE & EASTERN R. R.

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We are not "boomers" nor dealers in "wild-cat" property, but devote our attention to investments in inside and suburban property, which will net investors handsome profits. All funds entrusted to us for investment will be placed with the same care and judgment used in buying for ourselves. Correspondence solicited.

Established in 1882.

Washington Territory Real Estate Agency.

Established in 1882.

Valuable Farms, also Lots in SEATTLE, the Commercial Emporium of the Northwest.

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Investment Brokers,

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COMPTON, MILLER & CO.,

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Wash. Ter

We have desirable property for sale cheap in all parts of the city and respectfully solicit correspondence from parties desiring to invest. Acre property suitable for platting a specialty. First mortgage loans negotiated for non-residents. Rents collected and taxes paid. Any business entrusted to our care will receive prompt and careful attention.

10, 10, 10 PER CENT.

Seattle and King County Investments.

10, 10, 10 PER CENT.

The Queen City and Garden and Treasure County of Washington Territory.

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and Examiners of Land Titles.

WOOD & OSBORNE,

Experts in Real Estate Values and dealers
in City and Country Property.

Agents for Investors in Real Estate and in First Mortgage Loans.

Seattle has more present business for her size and more assurance of future growth than any other city in the Union. King County Mountains are at the same time a Pennsylvania and a Colorado of mineral wealth, and her valleys and hills possess unrivalled facility. First Mortgage Loans can be placed on City Property and Country Farms, not exceeding one-third of cash valuation at 10 per cent. interest. Mortgages held by non-residents are not taxable. We own a \$15,000 set of Abstract Records and have superior facilities for negotiating loans. Maps, Pamphlets, general and special information furnished. Correspondence solicited. We refer to any banking or mercantile house in Seattle or on Puget Sound.

WOOD & OSBORNE, Union Block, Seattle, W. T.

SEATTLE,

WASH. TER.

Sunny Side Five Acre Tracts.

These Tracts are situated one mile south from city boundary, with good roads, the finest bottom land in the Territory, suitable for garden purposes and fruit raising, pronounced the best producing soil in the county.

Land adjoining sells for \$200 per acre. We offer these tracts for \$300, \$400, and \$500 each, on easy terms. Title perfect.

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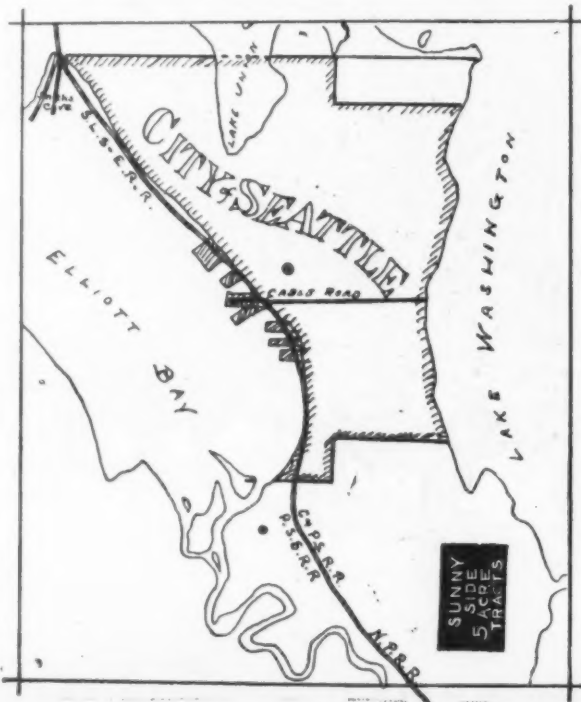
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Both Country and City.

Correspondence solicited.

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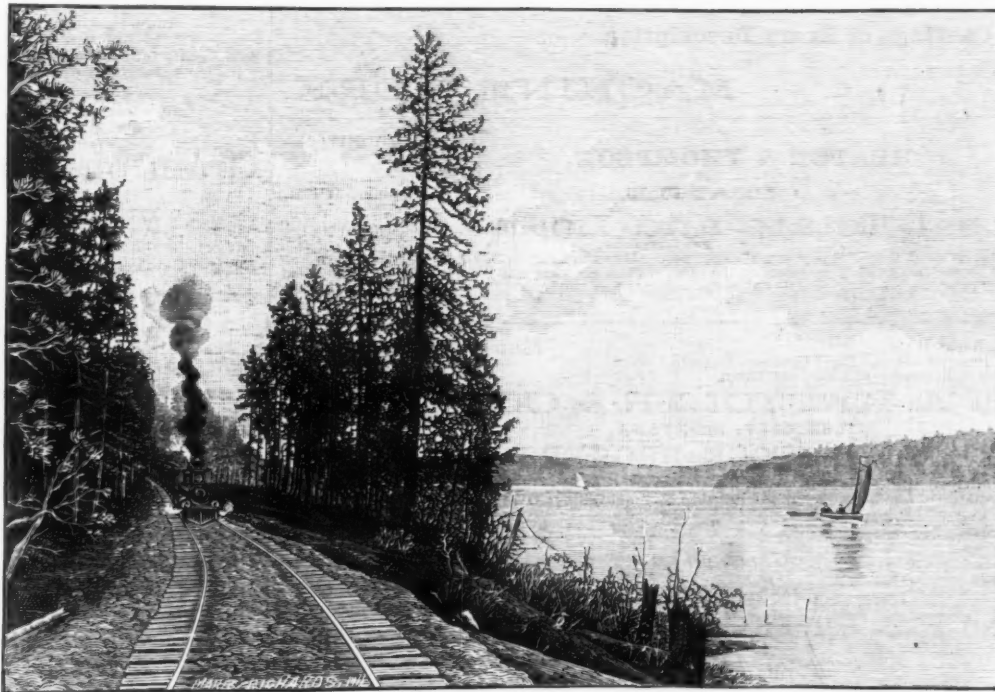
Information gladly furnished to
intending purchasers.

THE GILMAN ADDITION

TO

Seattle, Wash. Ter.

This Addition Comprises about 600 Acres of Fine Land, Lying about Three Miles North of the Business Center of Seattle. It has been Handsomely Platted under the Supervision of N. F. Barrett, the Well-known Landscape Artist of N. Y. City.



LAKE WASHINGTON.—SCENE ON THE SEATTLE, LAKE SHORE & EASTERN R. R.—[From a photo by Warner.]

**The Machine Shops, Freight Yards, Grain Elevators and
Coal Docks of the Seattle, Lake Shore & Eastern R. R. are located on this Addition.**

A large population will necessarily live here, comprising hundreds of persons engaged in the service of the railroad and coal company at this point, with their families. It is not, however, intended to make of the addition a shop and railroad suburb exclusively. There are many beautiful building sites for suburban homes for business men whose occupations are in the city proper, and it is the intention of the railroad company to run half hourly trains between the new suburb and the heart of the city. Many of the lots command beautiful and extensive views over Elliott's Bay, the harbor of Seattle and the neighboring waters of Puget Sound. No other suburban addition to Seattle can offer such a certainty of speedy development. The railroad and coal shipping operations will, of themselves, create a large town during the next two years. Property is sure to increase rapidly in value.

T. E. JEFFERSON.

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TAYLOR & JEFFERSON, REAL ESTATE AND INVESTORS' AGENTS.

Correspondence Solicited.

Corner Howard and First Streets,

SPOKANE FALLS, W. T.

IF YOU HAVE MONEY TO INVEST Address

ADAMS & FREES,

Lisbon, Dakota.

FIRST MORTGAGES on Improved Farms in Ransom, Sargent and Marshall Counties. PRINCIPAL and INTEREST GUARANTEED.

Choice Lots in Lisbon overlooking the beautiful Sheyenne River at profitable figures. Write for PLAT, PRICES and INFORMATION

ALLMOND & PHILLIPS FOUNDRY COMPANY,

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Engines, Shafting, Pulleys, Etc.,

Iron and Brass Castings of Every Description.

MACHINE WORK.

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HEATON & THOMPSON,

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Wash. Ter.

Real Estate and Loans.

If you wish to make an investment that will pay you a larger percentage than any ordinary business venture successfully carried on, write us for information concerning the most rapidly growing city on the Pacific Coast. Real estate values increasing 100 per cent. yearly in Seattle offers the safest and at the same time the best possible investment for Eastern capital.

E. A. KREIDLER,
(Late Register United States Land Office). Land Lawyer. Deals in,
Selects and Locates Government and Railroad Land.

FRED M. KREIDLER,
Notary Public

E. A. KREIDLER & CO.,
MILES CITY, MONTANA,

REAL ESTATE, LIVE STOCK BROKERS AND LOANS.

Having been supplied by the Northern Pacific R. Co., with plats and prices of its lands, we will give special attention
* to locating and buying Railroad Lands for Farms and Ranches between Billings and Fort Buford Reservation.

ESTABLISHED 1882.

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—DEALERS IN—

REAL ESTATE,

RED LAKE FALLS,

MINNESOTA.

We sell lots in "Railroad Addition" to Red Lake Falls, and investors are invited to call and look over our list and get prices and terms before purchasing elsewhere.

We also sell lots in Fertile and Twin Valley. These towns are located on the new line, the Duluth & Manitoba, in Polk and Norman counties.

We offer special inducements to parties who will build on lots purchased of us.

Correspondence solicited.

OFFICE: Holmes Block, opposite Depot.

THE STANDARD LUBRICATING OIL OF AMERICA FOR RAILROADS.

Galena Engine, Coach and Car Oil.

GRAVITY 26°, 27°, 28°, 29°; COLD TEST, 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has demonstrated.

SHOWING BETTER RESULTS THAN ANY OIL EXTANT,

References furnished on application.

GALENA OIL WORKS (Limited),

CHAS. MILLER, Pres't and Gen'l Manager,

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MORAN BROTHERS,

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Mill and Steamboat Engineer's Supplies;
Hancock Inspirators, Steam and Hand Pumps;
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Globe Valves, Steam and Water Gauges;
Steam and Service Cocks; Brass Goods;
Machine Bolts, Lag, Cap and Set Screws;
Hose, Packing and Waste; Babbit-Metal;
Steam Heating and Condensing Apparatus.
Sole Agents for the Binghamton Oil Refining Company
for Washington Territory and British Columbia.

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Grain on Commission,

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Advances on Consignments.

Elevators on N. P. R. R.

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SPOKANE FALLS, - - - WASH. TER.

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References: A. M. Cannon, Bank of Spokane Falls.
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J. C. SWASH, Late Commissioner to England.

SHARPSTEIN & SWASH,

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Properties bonded, bought, sold and operated on commission.

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Profitable Investments for Non-residents.

Correspondence solicited.

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HEFNER & DISHON,
REAL * ESTATE * BROKERS,
SEATTLE, W. T.

We are one of the oldest real estate firms in the city. We opened an office here in the fall of 1882, and have continued steady in the business up to the present time. We have on our list some very valuable pieces of properties, ranging in price from \$5,000 up to \$60,000, that will pay 7 to 12 per cent. on the investment. We deal in coal and timber lands, farms and farm lands, buy and sell city and county scrip, negotiate loans, examine titles and give general information.

For reference we refer to Dextor, Horton & Co., Bankers.

SEATTLE
Safe Deposit Vaults,
◀ IN THE ▶
Merchants National Bank Building.

**No private or public place of deposit approaches it
in the perfect security offered to its patrons.**

VALUABLE

**Papers, Bonds, Certificates, Jewelry, Silverware, etc.,
are herein secured against burglary and fire, and
daily from 8 A. M. to 5 P. M. are subject to
inspection on demand of the depositor.**

The security of this place of deposit is perfect, and a visit to the vaults will convince any one of its great value to the mass of our people.

STRANGERS in town can here find rooms, for their correspondence, maps of Seattle and the adjoining country; and any information in regard to Washington Territory that they may desire will be cheerfully given.

A. MACKINTOSH,
President.

ABRAM BARKER,
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R. N. McFADDEN,
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MERCHANTS
NATIONAL BANK
OF SEATTLE.

Paid Up Capital, - - \$100,000.

**Makes Collections on all accessible points
throughout the Northwest.**

**BUYS AND SELLS FOREIGN AND DOMESTIC
Exchanges and does a general Banking business.**

Mr. Mackintosh, President of the Bank, has been intimately identified with the LUMBER interests of this country for the past eighteen years and can give valuable information to parties visiting this section for the purpose of making investments in TIMBER LANDS and in manufacturing enterprises.

SECURING SEATS.

The absorbing question at present with the People of America is to SECURE A FOOT-HOLD in advance of the great army of Home-seekers already arriving, to build the Metropolis of the Pacific Coast, on Elliot Bay, at

SEATTLE,

ON THE BEST HARBOR ON THE COAST.

The Seattle, Lake Shore & Eastern

With eighty miles about completed, carrying it to the summit of the Cascades, and eighty miles more contracted, carrying this transcontinental highway to the Columbia River in Eastern Washington, where branches will be built to all parts of the Inland Empire, to bring to tide-water at Seattle the 60,000,000 bushels of grain of that world's granaries, and the main line will move rapidly

on East. \$3,000,000 more of bonds have been cashed, eighty miles of steel rails from Joliet, Illinois, bought for the last contract, four more large engines, ordered from Providence, Rhode Island, and four more elegant passenger coaches, ordered from the Pullman Works, Chicago, Illinois, making it the best equipped road on the coast.

THE CANADIAN PACIFIC R. R. has contracted to build, by January, 1889, their road into Seattle for their chief Pacific terminus.

THE ST. PAUL & MANITOBA R. R. have sold \$35,000,000 of bonds to rapidly furnish another transcontinental road for Seattle.

THE SEATTLE & BELLINGHAM BAY R. R. are preparing to build their road to a Northern connection with the C. P. R. from Seattle.

THE SOUTHERN PACIFIC Railroad is preparing to make their northern Pacific terminus at Seattle.

THE NORTHERN PACIFIC Railroad has its chief Pacific business from Seattle.

THE UNION PACIFIC Railroad are arranging to terminate on Elliott Bay at Seattle.

THE NORTHERN PACIFIC Railroad passes from Portland to Seattle.

THE COLUMBIA & PUGET SOUND Railroad passes from Seattle to the 60,000 acres of coal lands in King County, all within a radius of thirty-six miles of Seattle, from which 768,000 tons of coal was exported from Seattle in 1887, to be increased to 1,000,000 tons in 1888.

THE SEATTLE COAL & IRON Company cashed \$1,000,000 of bonds to build coal bunkers and other improvements at Smith's Cove in Seattle to export 1,000 tons per day from their mines on the Seattle, Lake Shore & Eastern Railroad.

The first four Railroads, and at least two more Transcontinental lines now heading this way, will pass through

Ross Addition to Seattle,

Now within ten minutes ride to business part of Seattle, over Seattle, Lake Shore & Eastern Railroad. Two engines will be used for Seattle suburban trains.

This addition lies along the Ocean Canal leading from Seattle Harbor to Lake Washington, the selected location of the U. S. Naval Station and Ship-building Yards of the North Pacific.

The Water-Power and Railroads Furnish the Facilities for this Addition to Make the
GREAT MANUFACTURING CENTER OF SEATTLE.

Catch on now! The only chance in a life-time to join in the flood-tide that leads to wealth and happiness, by securing a Warranty Deed to Lots in Ross Addition at once from

WHILE YOU HAVE A CHANCE,

Plant \$110 or \$125 in a Lot in Ross Addition to Seattle, the New York of the Pacific, that commenced 1887 with 12,000, ended the year with 16,000; has nearly 20,000 now; will end 1888 with 25,000, and begin 1890 with at least 40,000 people. A city of more natural resources and advantages than any other city in America, which will make Seattle mistress of the Pacific Coast by 1900.

ESHELMAN, LLEWELLYN & CO.,

The Real Estate and Money Brokers
of the North Pacific,

SEATTLE, - W. T.



ALL ABOARD FOR SEATTLE!

Have faith; invest now, and become the future millionaires of the Pacific Coast, and drive into Seattle over the one hundred and fifty feet wide boulevard through Ross addition.

REMEMBER—Population makes wealth, and the more rapid increase the more profitable your investments, and that one hundred per cent. annually has been the increase in Seattle property heretofore. Secure the profit of a greater increase coming in the future.

THE NORTHWEST

Illustrated Monthly Magazine

VOL. VI.—No. 4.

ST. PAUL AND MINNEAPOLIS, APRIL, 1888.

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SEATTLE.

The Beautiful and Prosperous Queen City of Puget Sound.

BY E. V. SMALLEY.

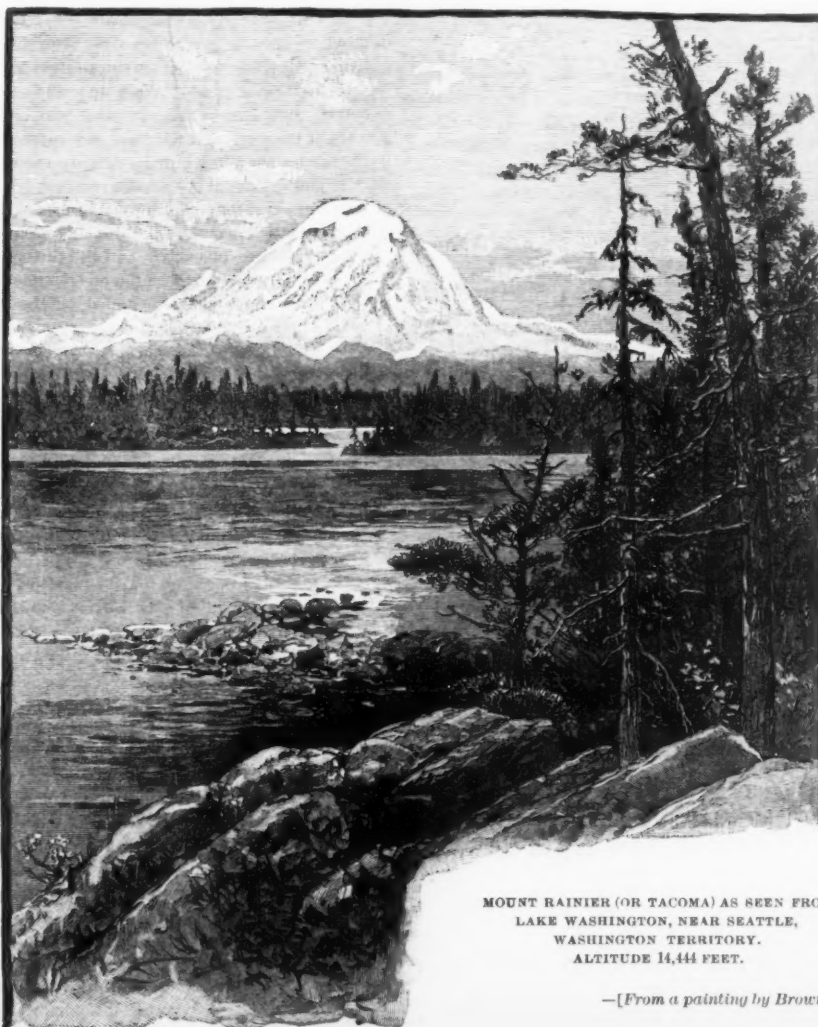
There are few scenes in Western travel so impressive or beautiful as the view of Seattle from the deck of a Puget Sound steamboat, as it rounds the point into Elliott Bay. Whether you come from the North or from the South, nothing in the scenery along the shores of this remarkable inland sea has prepared you for such a spectacle of busy city life. The shores of Puget Sound are everywhere densely clad with thick and somber forests of lofty firs which descend from the hills and plateaus, almost to the very verge of the pebbly, wave washed beaches. There are no farms to be seen, and no villages, save at long intervals. The water is of a light, sea-green color, and is so clear that you can look down for three or four fathoms, getting glimpses, here and there, of the life and movements of the inhabitants of the deep. The summer skies are of the most perfect blue. On the eastern horizon tower the great, snow-clad peaks of the Cascade Range, while on the west the vision rests upon the nearer summits, sharp and serrated, and here and there flecked with fields of snow, of the great Olympic Chain. There is scarcely anything to bespeak human occupation, unless it is a passing steamboat, or a big ship laden with lumber bound seaward. You may get a glimpse of a long, black canoe, paddled by a whole family of Indian women and children doing their share of the work, and keeping close to the shores in a furtive way. Seeing the wilderness all around and such tokens of savage life, you could almost fancy yourself an explorer in some distant and unknown region; when, all at once, your steamer rounds a bold headland, and right before you, rising in terraces from the water side to the summit of forest-clad heights, lies a stately city, the many steeples and towers and lofty buildings and long black wharves like huge arms reaching out into the Bay, big ships lie at anchor, a great ocean steamer is putting out into the Sound, and many whistling tugs and puffing little steamboats are dashing to and fro. As your boat approaches nearer you see other indications of an active life; a large train of laden coal-cars is skirting the Bay on the right, approaching the huge, black structure of the coal-dock, while schooners and steam colliers are taking cargoes aboard; and, on the left of the picture you distinguish another railway line, on which a passenger train is just departing.

Before your steamer gets its lines out at its wharf you distinguish, in the mass of buildings, many conspicuous structures that are evidently devoted to public uses. Some passenger familiar with the place tells you that the stately, white building on a lofty eminence is the Territorial University; that a certain imposing, cream-colored structure with a tower, is the

new high school building, and the further to the right building, which you point out, is the hospital of one of the Catholic benevolent orders. A number of handsome structures, which seem almost too large for private residences in a country so remote from the great centres of wealth you are told are the homes of the successful citizens of the place, and your informant adds that the tall and solid business blocks of brick and stone, which line the business streets, have all been erected with money acquired in the place itself in its short lifetime of less than thirty years.

The form of the Bay, with the crescent-shaped city rising from its shores in successive terraces, will, if you are familiar with foreign travel, bring recollections

of Genoa, called by all Italians, "Genoa the Magnificent," from its impressive appearance as seen from the Mediterranean. Of course Seattle is not built like Genoa; it has no pinnacles or cathedrals, but when first seen, as you enter its Bay from the south, it has a certain stateliness of appearance rarely presented by new American towns. I remember that this impressed me very much five years ago, at the time of the opening excursion of the Northern Pacific Railroad. It was night when the party of Eastern journalists—to whom I was serving as guide—cruising on a steamboat specially devoted to their use by the liberality of Henry Villard, came around the point and got their first glimpse of the illuminated town. The win



MOUNT RAINIER (OR TACOMA) AS SEEN FROM
LAKE WASHINGTON, NEAR SEATTLE,
WASHINGTON TERRITORY.
ALTITUDE 14,444 FEET.

—[From a painting by Brown.]

dows of the buildings on the hill-sides were brilliantly illuminated, and festoons of Chinese lanterns were hung across the principal streets. All this display of light, reflected in the waters, was a great surprise to the traveling Journalists, and gave to the town the appearance of some Oriental city bedecked for a royal festival.

After you have landed in Seattle and taken your choice between three or four omnibuses, each ready to give you a gratuitous ride to the hotel it represents, you will not fail to note that the busy street-life seems to indicate a city of much larger size than even the most enthusiastic real estate man claims Seattle to be. The principal street runs parallel to the Bay, keeping pretty close to the wharves, and after making a sharp angle to the right for a single block, to avoid running in the water, keeps straight on until it gets out into the woods, quite beyond the city limits. It is remarkably well built. The stores are large and stocked with the newest fashions in fabrics, clothing and furniture; and the side-walks are thronged with people. The mildness of the climate is attested by the fact that the numerous fruit stores and cigar shops have open fronts. The population is notably Cosmopolitan and you may hear a half dozen different languages in the course of your first stroll through the business part of town. But the American element is strongly dominant in all the prominent lines of trade and industry. It is, however, an American element that you do not readily trace back to any special States or localities in the East. Whatever regions on the Atlantic slope or in the Mississippi Valley these people came from, they have become fully pervaded with the spirit of the Pacific Coast. They have the energy and indomitable enterprise of the people of our nearer West, east of the Rocky Mountains, but they are less provincial. Their position on the tide-water of the Pacific and their constant contact with ocean commerce, seem to have given them a greater breadth of view than is possessed

by inhabitants of inland regions. They are ardent lovers of the new and strange land that faces the Western ocean, with its mighty rivers, its lofty mountain peaks of eternal snow, its great, fertile plains, and its somber forests. All the features of Nature in this region are on a gigantic scale, and the spirit of the people seems to be profoundly impressed by them. They are generous, hospitable and quick to see and seize business opportunities; disposed to the most enthusiastic views on the future of their Territory, and special localities. And, what surprises you on first acquaintance is the fact that they do not seem to have any realizing sense of living at a great distance from the centres of the Nation's intellectual and political life. They seem to be just as much interested in questions of national politics as people are in the East, and just as well posted on the current periodical and book literature of the day; in a word, there is nothing far away, narrow or provincial in their thought and conversation.

You will find among them all the social reform movements which exist in the East and all the shades and grades of religious thought. They support newspapers liberally, buy the new books, and tax themselves without stint for public education. I am quite sure that in no New England town of the same size or twice the size of Seattle is there so active a ferment of ideas on all the questions of the day.

I have spoken of the superb view of the city from the deck of an approaching steamboat. There are other views quite as impressive from the crest of the hill which all the streets which run straight back from the bay front must climb. Walk up to the summit of either of these streets, not turning to look back until you are at the top and if you have any appreciation of landscape beauty you will involuntarily exclaim with wonder and delight at the superb prospect lying right at your feet—first the compact business core of the city, then, beyond, the ships and steamers on the blue, placid bay, and still further, but in the nearer distance the broad stretch of the sea-green Sound, bounded on the western horizon by a line of dark green forest surmounted by the sharp, savage, snow-tipped peaks of the Olympic Mountains. I have more than once, when the morning sun had turned the snow-fields into banners of roseate flame, thought this view worth coming across the continent to see.

I propose that you should walk up hill, but it would be better to take a carriage, and when you have feasted your eyes on the glorious scene, keep on eastward for four miles through the forest of tall firs, with its undergrowth of gigantic ferns, to the shores of Lake Washington. Our artist has sketch-

ed a bit of the road, and his picture will give the reader some idea of the size of the massive tree trunks. The lake is twenty-six miles long and four miles wide, and when skies are clear it mirrors the sublime summit of one of the grandest snow-peaks in the world, the mountain which Seattle people call by its old name of Rainier and to which Tacoma people insist on restoring its Indian name given to their town. On the word of an old traveller you will find nothing finer in Switzerland than the view of this mountain. The engraving of the mountain which



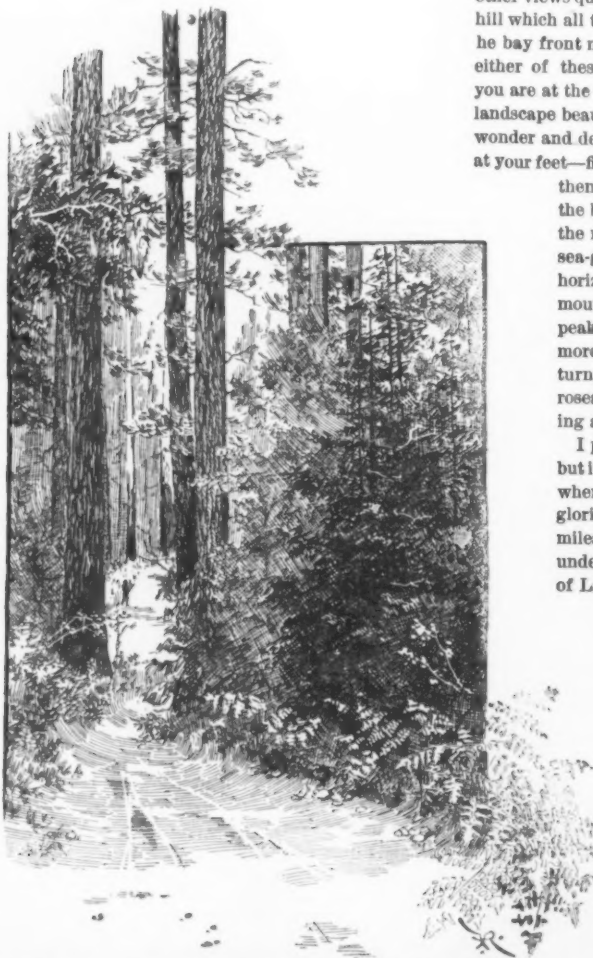
DR. THOS. T. MINOR, MAYOR OF SEATTLE, W. T.

accompanies this article is kindly loaned by the *Century Magazine*. It was made from a painting by an artist named Brown who haunted the shores of the Sound for a year or more unable to escape from the fascination of the wonderful peak, and it originally appeared in the *Century* about two years ago.

SEATTLE'S POINTS OF ADVANTAGE.

For the purposes of commerce, the situation of Seattle is peculiarly favorable. It faces the salt water on one side, and fresh water on the other, the fresh water consisting of a beautiful deep lake twenty-six miles long, called Lake Washington, which lies so much higher than the Sound that its outlet affords an excellent water-power. The streets of the city, running east and west, extend from Elliott Bay, the harbor of Seattle, back to Lake Washington, a distance of about two miles. This lake drains into the Sound through a smaller lake called Lake Union, which lies in the northern suburbs of the city. The channel between the two lakes was too rapid for navigation and a canal has recently been constructed by private enterprise, which is three quarters of a mile long and has two locks that admit vessels of moderate size. It is the firm belief of the Seattle people that the United States Government will, at some future day, enlarge this canal and deepen the outlet of Lake Union, so as to admit war-ships to Lake Washington where a navy yard could be established on fresh water, contiguous to coal and iron mines, and completely protected by its inland situation.

From Seattle to the Pacific Ocean, the distance is something over 100 miles down the Sound and out through the broad, deep estuary called the Strait of Juan du Fuca. Vessels can sail to the Seattle wharves, but to save time, tugs are usually employed to tow them up from the head of the strait. The bay affords good anchorage, which is an important point in all the Puget Sound waters. The Sound is so deep that a good harbor does not signify a place deep enough for vessels to enter, but, on the contrary, a place shallow enough for them to anchor conveniently with an ordinary length of cable. Climate is one of the special attractions of the Puget Sound region. The average temperature for the summer months is sixty-three degrees; autumn fifty-three degrees; spring fifty-one degrees; winter forty degrees, and the mean tem-



IN THE FIR WOODS.—ON THE ROAD FROM SEATTLE TO LAKE WASHINGTON.
—[From a sketch by Richardson.]

perature of the year is fifty-two degrees. It will thus be seen that the difference between the mean temperature of the winter months and that of the summer months, is only twenty-three degrees. Now, this is hard for the people in the East to believe, when, on looking at their maps, they see that most of the Sound country lies north of the forty-seventh parallel, a parallel which runs across Northern Dakota and Northern Minnesota, and does not strike the United States at all again until it gets to Northern Maine; yet the explanation is simple. The climate of the North Pacific Coast is modified by the warm Japan current just as the climate of Western Europe is modified by the Gulf Stream. England lies between the fiftieth and fifty-fifth parallels of latitude and is therefore considerably north of Washington Territory, but, as all the world knows, its winter climate is as mild as that of North Carolina. In fact, the climate of Western Washington does not differ greatly from that of the South of England and the South of Ireland. In winter the mercury seldom falls more than six or eight degrees below freezing point, and it has never been known to reach zero. In summer it sometimes goes up as high as ninety but rarely above eighty. Rains are frequent during the winter months; not pouring rains, however, but only light drizzling showers. The summer months are nearly rainless. Destructive storms of any kind have never been experienced. Roses and many other flowers bloom in the gardens all the winter, and farmers need not feed or shelter their stock.

Many articles of food which are luxuries elsewhere, are so abundant as to be among the cheapest kinds of eating. The waters of the Sound teem with oysters, clams, crabs, shrimps and many kinds of edible fish such as salmon, halibut, flounder, herring and tom-cod, and deer, grouse and other wild fowl are plentiful in the markets. All the fruits and vegetables which California grows in such abundance are brought in by steamers and sold at very low prices. Living is

not expensive; rents are moderate; flour sells at from \$4.75 to \$5.25 a barrel and meats from eight cents to twenty-five cents per pound. The price of board in private families and well kept hotels of second class, is from \$5 to \$6 per week, including lodging. One can get a very tolerable meal at a restaurant for twenty-five cents. Wood and coal are very cheap, and as but little fuel is needed for warming houses, this item of household expense is trifling.

In one of the following articles the coal resources

of Seattle are described. There are also valuable undeveloped iron resources not far distant in the foothills of the Cascade Mountains. These iron-beds will be reached this year by the extension of the Seattle, Lake Shore & Eastern Railroad. One of them known as the Denny Mine, in the Snoqualmie Pass has been described as "the richest and most remarkable deposit of magnetic iron ore in the world." The assays range from sixty-seven to seventy-one per cent. of pure iron. This mine has recently been leased by a wealthy iron manufacturer, representing a syndicate of Eastern capitalists, and preparations are now on foot for the erection of an extensive plant for smelting the ore and working the metal, including rolling mills for the manufacture of steel rails.

Railroads are new-comers in Seattle. The place had over 6,000 inhabitants before it had any rail connection with the outer world, although at an earlier day it built a short road to bring the coal down from the mines to the wharves. Its present eastern and southern rail connection, is by the Puget Sound Shore Line which reaches the Cascade branch of the Northern Pacific at a point about thirteen miles east of Tacoma. By the same route there is a direct line to Portland, Oregon, and thence South to San Francisco. Passengers and mails come through from the East and South without any delay at the junction point where the local road connects with the main line. A new enterprise of great importance to the future of the city, is the Seattle Lake Shore & Eastern Railroad, of which about forty miles were built last year, and which is now being rapidly extended. It will go as far as the Snoqualmie Pass this year and the intention of its owners is to push on over the Cascade Mountains to the wheat fields, cattle ranges and mines of Eastern Washington. Another new road on which construction has been commenced is the Seattle & West Coast Railroad which is to go northward to a connection with the Canadian Pacific near New Westminster in British Columbia. This road has recently been purchased by the Seattle Lake Shore & Eastern company, which will complete it this year. There is a second project for a connection with the Canadian Pacific, known as the Seattle, Bellingham



SEATTLE.—THE PUGET SOUND NATIONAL BANK BUILDING.—[From a photo by Warner.]



SEATTLE.—THE OPERA HOUSE.



SEATTLE.—RESIDENCE OF JOHN LEARY.

Bay & British Columbia Railroad, controlled by a local company of Seattle men.

Seattle had a population in the spring of 1888 estimated at from 15,000 to 17,000. In 1880 it had only 3,500. It now has three National banks, and several private banks; four daily and several weekly journals; one mortgage loan and trust company; twenty churches; five public school buildings (one of which cost over \$30,000 and one \$42,000); a Territorial university; numerous private schools; three hospitals, and an orphans' home. It has numerous wholesale

stores, some of which are credited with an annual business of from \$500,000 to \$1,000,000 each. Pure water is supplied to the city from Lake Washington in inexhaustible quantities. There is an efficient fire department; a good system of gas-works; two electric light companies; a free postal delivery; two lines of street cars, with cable roads in active construction to run clear back to Lake Washington; forty benevolent societies and lodges, and four uniformed militia companies.

SEATTLE SHIPPING INTERESTS.

The early settlement of the shores of Puget Sound had in view only the possibilities of profitable lumbering operations. The whole region was densely timbered, down to the very water edge; the predominant tree being the Douglas fir, which furnishes a valuable lumber for general building purposes. The excellent navigation of the Sound made it feasible to bring ships directly alongside the saw-mills which obtained their logs in the forest immediately at hand.

Seattle started as a logging and lumbering camp like all other settlements on the Sound. In the course of time its sheltered bay and its situation about midway between the headwaters of Puget Sound and the Strait of San Juan de Fuca, which connects the Sound with the Pacific Ocean, made it a natural central supply point for other places where lumbering operations were carried on. The advantage of this situation was understood by the early settlers, and steamboats were built to carry goods and provisions up and down the Sound and into the bays, inlets and rivers wherever mills and logging camps were to be found. Thus it was that in the days before railroads were built, Seattle was already the acknowledged mistress of the Puget Sound trade. The

steamboat interest expanded with the growth of the place and the development of the settlement and industry in the Puget Sound basin. When the river valleys began to be occupied by farmers, the Seattle steamboats made their way up to their very doors, taking their hay, grain and cattle to market and bringing them groceries and news of the world. Some of these steamboats are comical little affairs carrying only a few tons of freight, but well adapted to penetrate all the nooks and corners of the Sound country. Others are of larger size, with passenger accommodations hardly excelled by those of the steamboats on the Mississippi and other Eastern rivers. With their whistles and flags, these numerous steamboats going and coming, make the waters of Elliott Bay gay and musical. They are the pride of the city, for all the citizens understand how much the place is indebted for its growth and present prosperity, to the steamboat fleet. The principal steamboat routes from Seattle are to Tacoma and Olympia, to Port Townsend and Victoria, to Vancouver, to Whatcom, to the Skagit River, to the Snohomish River, to the Semiahmoo, to the De Haro Archipelago, to Hood's Canal, to the Big and Little Skookum rivers, to Port Blakely and Port Madison, to the Snoqualmie River, and to the southern shore of Fuca Strait.

In the old times, before the advent of railroads, the arrival of an ocean steamer from San Francisco was an event of first-class importance in Seattle, and the whole population used to repair to the wharf to see the vessels come in and the passengers land. But now the big steamships come and go without attracting much attention. There is a weekly line between Seattle and San Francisco composed of the steamers Mexico and Umatilla, owned by the Pacific Coast Steamship Company. In the summer season there is also a weekly line to Sitka and other Alaska ports. This has become a favorite route for Eastern tourists, and the large and handsome steamers are crowded with pleasure seekers. The Port Townsend and Victoria route is another popular line of summer travel, Victoria, in British Columbia, being one of the most delightful and picturesque little cities on the continent, having a summer climate which is just cool enough and warm enough to be agreeable for outdoor exercise and in-door rest. Still another delightful sail terminates at the town of Vancouver, the new western terminal city of the Canadian Pacific Railroad.

The steamboat and steamship business of Seattle is carried on in six large docks on the water front in the central part of the city. The oldest of these is Yesler's Dock, from which fifteen boats arrive and depart daily; it is 300 feet wide and 500 feet long and contains nine warehouses. The Ocean Dock is almost as large as Yesler's and is covered by one immense



SEATTLE.—PROTESTANT METHODIST CHURCH.



A PROFITABLE STREET INDUSTRY IN SEATTLE.

warehouse. Here arrive and depart all the ocean steamers and the Alaska boats. The Railroad Dock resembles the Ocean Dock in shape and size. South of this dock are immense coal bunkers, where six vessels of the largest size can take cargoes at once. Other docks are those of Harrington & Smith, devoted to general steamboat trade, and of Coleman & Scott, at each of which may be seen at all times a number of steamboats and sea-going vessels.

SEATTLE'S MANUFACTURING CONCERNS.

There are ten saw-mills in the city representing an aggregate capital of \$4,000,000 and employing over 700 men. Within a radius of thirty-five miles are the mammoth lumbering established of Port Blakely, Port Madison, Port Discovery, Port Gamble, Port Ludlow, Utsalady and Seabeck, which are among the largest saw-mills of the world, some having a capacity for 350,000 feet per day, and furnishing cargoes during the year to scores of sea-going ships, which sail to the ports of China, Australia, New Zealand, Mexico and South America. Other manufacturing enterprises in Seattle are: three or four brickyards and tile factories, four breweries,

numerous bakeries, candy factories, a cracker factory, several sash, door and blind factories, shingle factory, soap works, furniture factory, soda works, bottling establishments, carpet weavers, match factories, harness and saddlery, blank books and bindery, book

men, fancy poultry breeders and stockmen, furriers, gun and locksmiths, hatters, meat packers, photographers, picture framers and painters, metallic roof works, scroll-saw works, ship yards, tinshops, taxidermists, chemists, undertakers, etc.



LAKE WASHINGTON, NEAR SEATTLE.—[From a photo by Warner.]

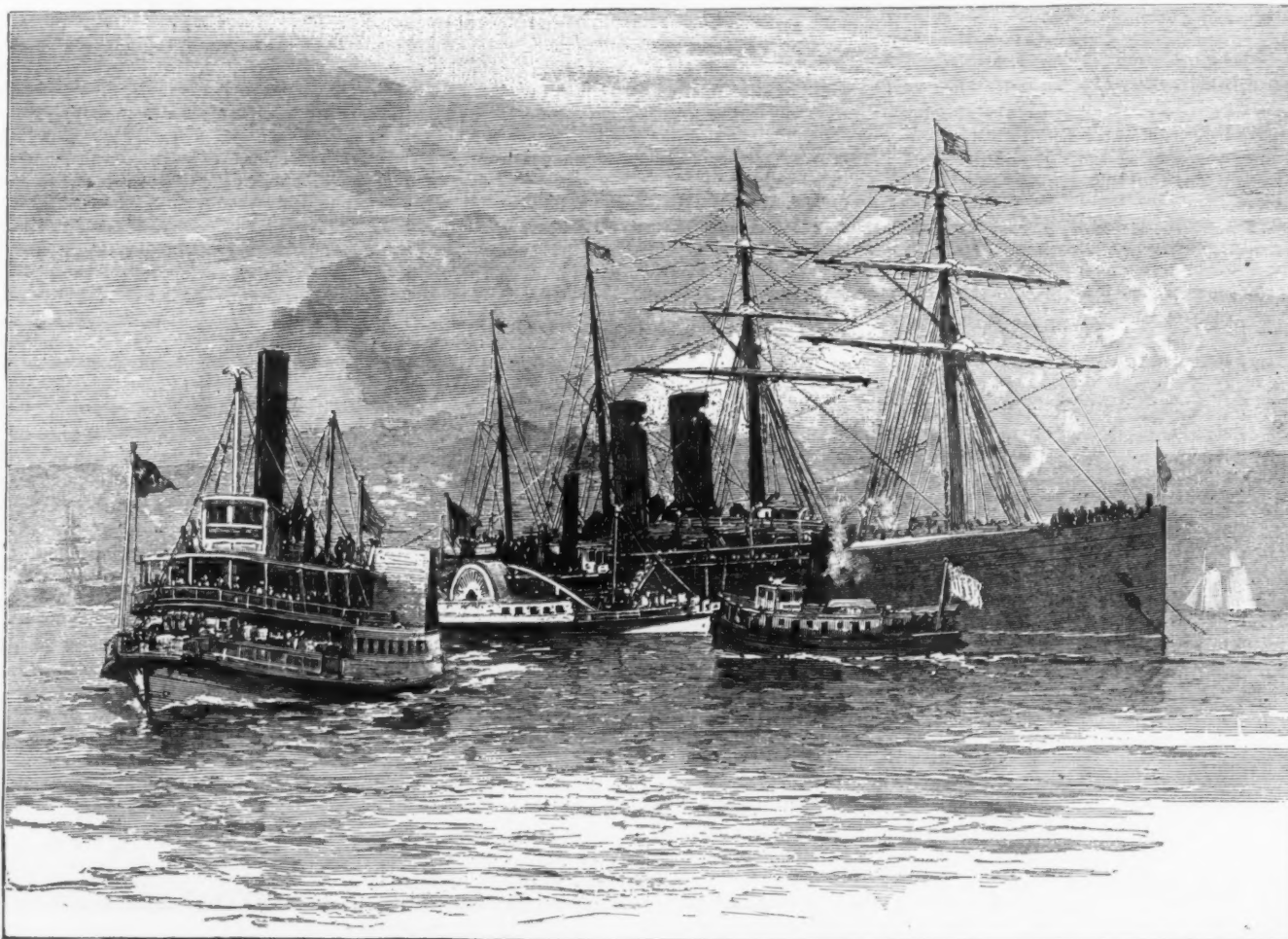
printing, several boiler works, foundries, iron and brass works, etc.; numerous boot and shoe shops and tailoring establishments, factories of shirts and underwear, cigars, millinery goods, chairstock, barrels, plaster decorations, etc.; four marble and stone-cutting works, patent medicines, dressmakers, hair work, carriage makers, wagon shops, fish packers, coffee and spice mills, cabinet makers, boat builders, and numerous dentists, jewelers, watchmakers, florists, nursery-

men, fancy poultry breeders and stockmen, furriers, gun and locksmiths, hatters, meat packers, photographers, picture framers and painters, metallic roof works, scroll-saw works, ship yards, tinshops, taxidermists, chemists, undertakers, etc.

KING COUNTY.

The county of King, of which Seattle is the county seat, is the most populous and wealthy in Washington Territory. It contains about 25,000 people, and has gained over 10,000 since 1885. The assessed value of property in 1887 was \$12,405,453. The county is sixty miles long and from thirty-six to forty-two miles wide and contains 2,000 square miles. A large part of it lying

at the foot of the Cascade Mountains is unsettled, and but scantily explored. Attached to King County, is Vashon Island, in the centre of Puget Sound, a high and picturesque body of land twelve miles long and seven miles wide, containing many settlements devoted to farming, dairying, logging, stock-raising and fruit growing. On the mainland only the alluvial



SCENE IN THE HARBOR OF SEATTLE.—[From a painting by Harding.]



BAILEY GATZERT, PRESIDENT SEATTLE CHAMBER OF COMMERCE.



G. B. ADAIR, PRESIDENT SEATTLE BOARD OF TRADE.



D. H. GILMAN, VICE-PRESIDENT SEATTLE, LAKE SHORE & EASTERN R. R.

bottom lands can be readily put to agricultural uses. Their area is computed at 190,000 acres. The land in a wild state is timbered with pine, maple, ash and other trees, but can be cleared without heavy expense and produces enormous crops of grain, hops, flax and roots. The remainder of the surface of the county is heavily timbered upland, the Douglas fir being the principal tree.

It is estimated that there are 640,000 acres of fir timber in the county, 10,000 acres of spruce, 64,000 of cedar; 6,000 of white pine and 64,000 of hard wood, principally maple, alder, cottonwood and ash. The soil of the timber uplands is a fertile clay, but the cost of clearing is so great that very few farms have thus far been opened in the heavy timber. The farms are nearly all on the bottom lands beside seven navigable rivers and their products are taken to Seattle by small steamboats. The most important in area of these alluvial valleys is that of the White River, which is forty miles long and four miles wide. A great deal of Government land in King County is still open to settlement under the general land laws and may be obtained in one of four ways, by homesteading, by pre-emption, by timber claim and by coal claim.

SEATTLE'S BUILDING RECORD.

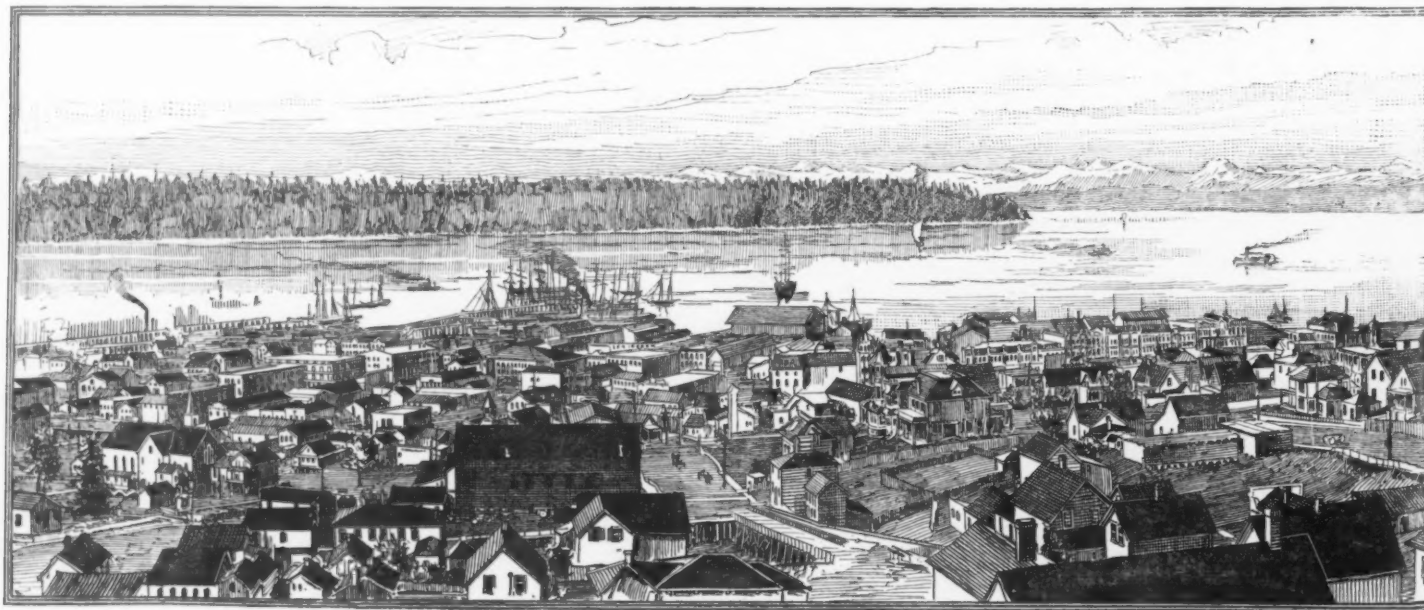
The year 1887 was a most prosperous building year in Seattle. About 500 dwellings were erected but the demand for houses still far outruns the supply and it is probable that during the current year fully as many more will be put up. There is an excellent field for builders with moderate capital to go into the business of buying low price lots and erecting dwellings for sale, either for cash or on time payments. It is safe to say that two or three hundred houses if now ready, would find an immediate sale.

Many notable improvements on the business streets were finished or commenced during the year; among these may be named the Yesler Block, to cost \$50,000; the extensive mercantile house of Toklas & Singerman, costing \$75,000; the Union Block with its stone front, passenger elevator and modern interior finish, costing \$60,000; the Boston Block, a very large and fine structure now in progress, costing \$100,000, and the extension of the Occidental Hotel, which will represent about \$75,000. Other notable improvements are the Seattle Mill of the Oregon improvement Company, \$50,000, the cannery of Kirkwood, Nottingham & Co. \$65,000, the dock of the

Seattle Dry Dock Co., \$75,000, the addition to Providence Hospital, \$40,000, and the Methodist Episcopal Church, \$40,000. A number of substantial business blocks have been started this Spring. There is an active demand for stores and offices, considerably in excess of the supply and all new buildings are rented in advance of their completion. Good openings can be found for the investment of Eastern capital in the erection of three-story brick blocks on Front, Commercial, Mill and other business streets. Such buildings will pay from eight to twelve per cent. net revenue on their cost.

SEATTLE BANKS.

Seattle has three strong National Banks, one private bank and a Safe Deposit Company. All the banks have handsome and spacious accommodations, and the steady increase of their business from year to year is an excellent index of the growth of the city. The First National Bank occupies a conspicuous and handsome three-story building on the corner of Front and Mill Streets. Its capital is \$150,000 and its officers are as follows: President, Geo. W. Harris; Cashier, John Goodfellow; Directors, Geo. W. Harris,



SEATTLE.—VIEW LOOKING WEST FROM



EX-MAYOR YESLER, OF SEATTLE.



J. R. McDONALD, PRES. SEATTLE, LAKE SHORE & EASTERN RAILROAD.



JOHN LEARY, PRESIDENT SEATTLE REAL ESTATE EXCHANGE.

Otto Ranka, John H. McGraw, Charles L. Dingley and W. H. Pumphrey. According to its last report its loans and discounts were \$395,499, and its deposits \$349,132.

The Puget Sound National Bank is located in the sharp corner of the handsome triangular building, occupied for the most part by the Occidental Hotel. Its capital stock is \$50,000, and its officers are: President, Bailey Gatzert, Vice-President, E. P. Ferry, Cashier, J. Furth. Directors: A. B. Stewart, E. P. Ferry, Bailey Gatzert, J. Furth and S. Frauenthal. Its loans and discounts, according to its last report, were \$368,641, and its deposits \$408,018.

The Merchants National Bank is very comfortably installed in one of the best buildings on Front Street and has a capital of \$100,000. Its officers are A. Mackintosh, President; Abram Barker Vice-President, and R. N. McFadden, Cashier. Its loans and discounts were at the date of the recent report \$151,000, and its deposits, \$192,441. In the basement of the Merchants National Bank are the vaults and safes of the Safe Deposit Company. This company is a separate corporation, but the management of its business is in the hands of the Bank.

The firm of Dexter, Horton & Co.'s bank has a

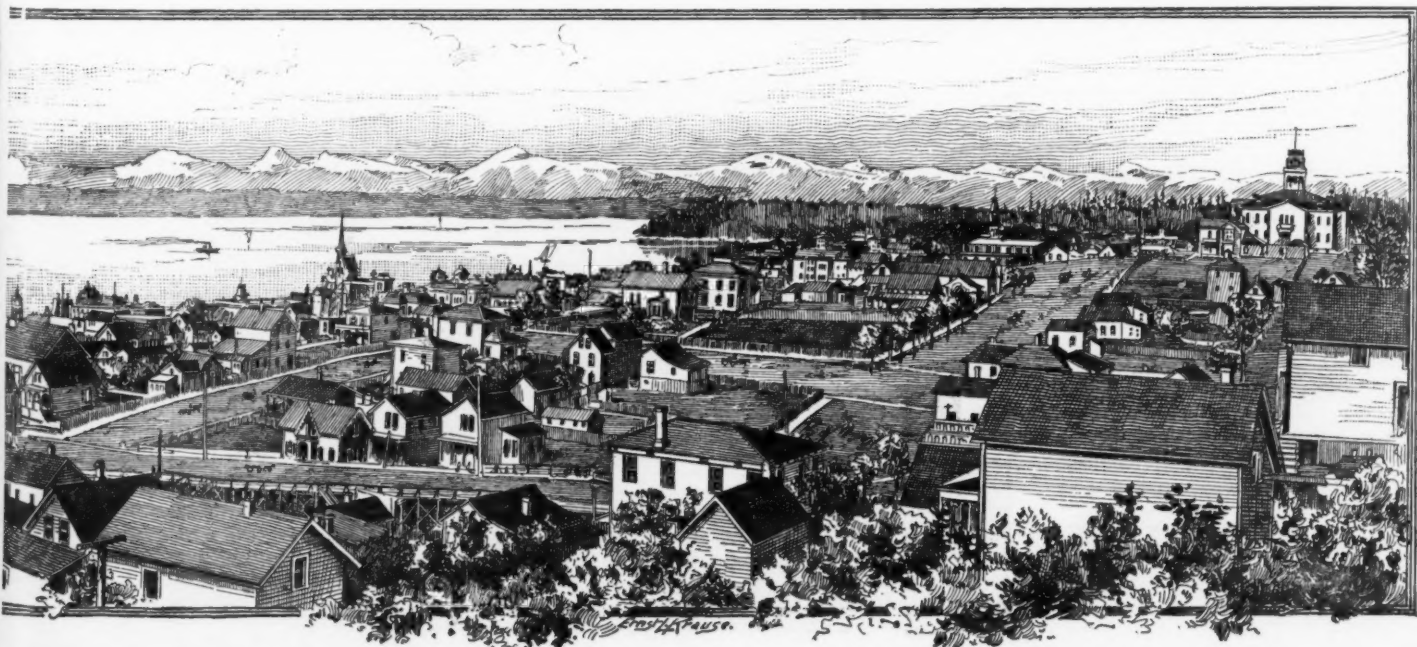
capital of \$250,000. The President, W. S. Ladd, is a well-known Portland banker, and the other officers are the Vice-President, A. A. Denny; Manager, J. P. Hoyt, Cashier, B. F. Briggs.

The Guarantee Loan and Trust Company, is a well established institution with a savings department, which receives deposits and loans money. Leigh S. J. Hunt is President, Dr. T. T. Minor, Vice-President, Edward H. Downing Treasurer, and Geo. H. Heilbron, Secretary.

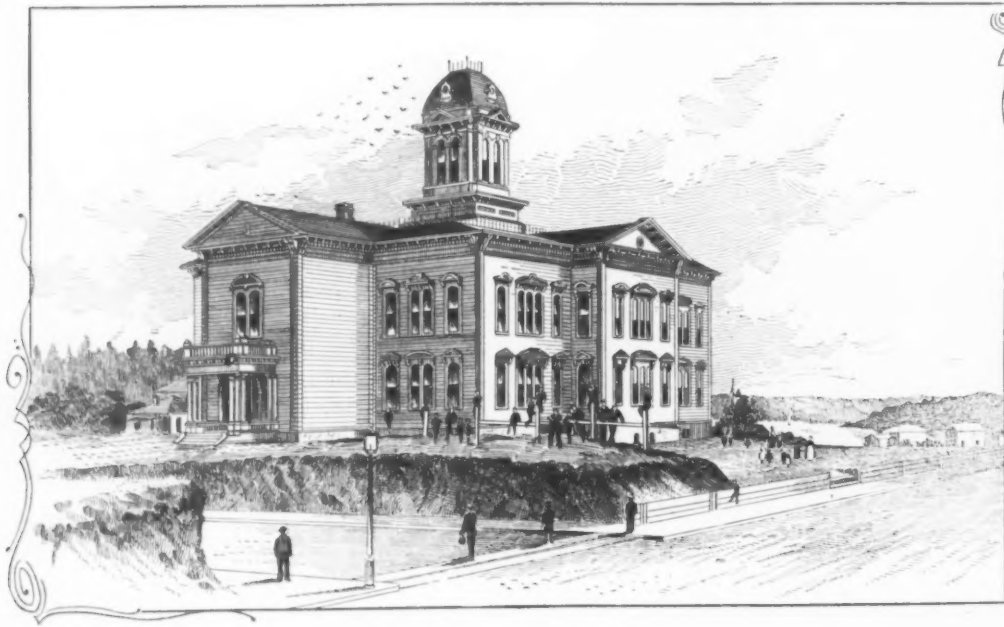
SEATTLE REAL ESTATE.

The past year was a very active one in the real estate market in Seattle and the prospects all point to a still busier time during 1888. The transfers for 1887 aggregated \$2,657,934 and included 1890 warranty deeds and 550 cancellations of mortgages. There were twenty-two new additions or supplemental additions platted and recorded. One of the special things which has stimulated the laying out of additions is the building of the Seattle, Lake Shore & Eastern Railroad, which first skirts the shore of the Sound and then running west passes around Lake Union, and also around the western and northern

shore of Lake Washington. The facilities given by this road for rapid transit to desirable suburban building sites has naturally resulted in many real estate enterprises along this line. Another cause is the building of the cable road to Lake Washington. With all the prevalent activity in both inside and suburban real estate, prices have not been much inflated. Good residence lots on graded streets, within a mile of the business center and near a street railway line or the cable road, now building, can still be bought for from \$600 to \$800, with a frontage of sixty feet each. Very choice residence properties, within eight blocks of the principal business street and commanding views over the city and bay, have recently been sold for from \$1,200 to \$1,500. The best residence property on Fourth Street is valued at \$100 a front foot. Business property has appreciated much more of late than residence property. The highest price obtained was \$750 per foot front for the corner of Front and Columbia streets. Good Front Street business property, improved with old but still rentable buildings, can be bought for from \$450 to \$600 per front foot. The city has got beyond the period of frantic speculation and its real estate values are solidly established and will be sure to rise steadily



JACKSON HILL.—[From a photo by Warner.]



SEATTLE.—NORTH SCHOOL BUILDING.

in a direct ratio with the growth of population and business.

The real estate firms of Seattle are nearly all represented in our advertising columns. They speak for themselves in their business announcements, and only a brief mention of each can be made here, with the prefatory assurance that they are all responsible concerns and well posted on the values and prospects of Seattle property.

One of the oldest of these firms is Eschelman, Llewellyn & Co., who have made themselves widely known throughout the East by the liberal use of printer's ink. They have, during the past three or four years, mailed over half a million pamphlets and circulars descriptive of Seattle and the Puget Sound country. These documents are characterized by fairness of statement and a large amount of condensed information. In 1884 the firm had many thousands of big red posters put up in Eastern cities, setting forth the advantages of Seattle. J. F. Eschelman, the senior member of the firm, began his business career in a bank in Canton, Ohio, and afterwards went to Colorado, where he was President of the First National Bank of Leadville. He settled in Seattle in 1882. W. H. Llewellyn, his partner, is a young man, who had his first business experience in Colorado, and is a Pennsylvanian by birth. The firm are heavy dealers in all kinds of real property and are very well posted on business opportunities in the entire Puget Sound region.

The Dearborn brothers, H. H. and G. F., composing the firm of H. H. Dearborn & Co., came out from Lowell, Massachusetts, about three years ago, but were strong friends of Seattle and large property holders in the city for many years before their migration. H. H. Dearborn visited the region in 1873 in the interest of Jay Cooke and the Northern Pacific Railroad. It is safe to say that many hundreds of people in Washington Territory were led to move from the New England States to this region by Mr. Dearborn's personal advice and by the printed matter he distributed before he and his brother changed their base to the shores of Puget Sound. The firm have lately erected a substantial brick building on Commercial Street which is chiefly devoted to their office business.

Hefner & Dishon is an old Seattle firm composed of H. Hefner and M. Dishon, who migrated in 1882 from Bloomington, Ill. They are heavy dealers in inside property, making a specialty of choice business lots improved and unimproved. Mr. Hefner quotes Front and Commercial Street property on the four best blocks, suitable

for locations for first-class stores, at an average of \$600 per front foot, present improvement being wooden buildings paying good rents but not counted as of much value in a sale.

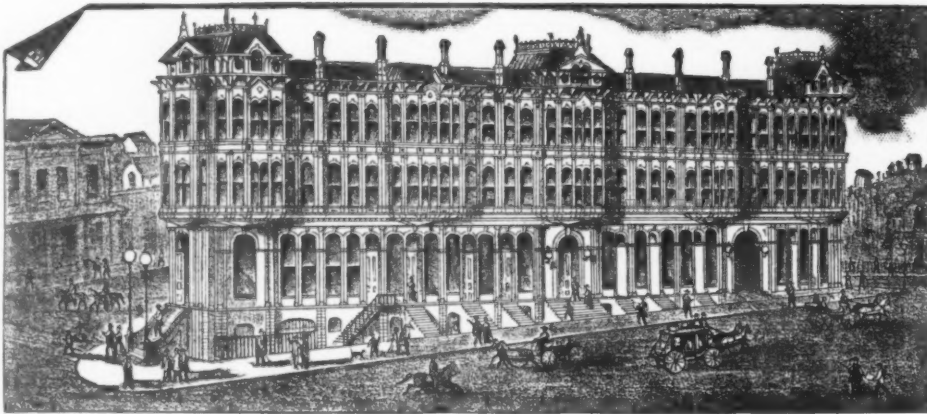
W. E. Lockard & Co., are a new firm, the head of which came from Minneapolis recently. C. W. Wells, late of Walla Walla is the junior partner. They have already built up a large business, selling nearly the whole of one large addition. Mr. Lockard was the first promoter of the Real Estate Exchange.

The Seattle Land and Locating Company, managed by Holman & Robinson is a new firm, handling city property and real estate throughout King County. Mr. Holman came from Rushville, Ind., and Mr. Robinson from Southern Kansas. This firm quote good agricultural lands in the neighborhood of Seattle, covered with forest and adapted, when cleared, to fruit culture and general farming, at from six to twelve dollars per acre, according to nearness to the city, or to a railroad or navigable waters. They make a specialty of farming tracts on Vashon Island, which lies between Seattle and Tacoma and is a very desirable locality for pleasant homes and small farms. An extensive fruit dealer, familiar with the entire Pacific Northwest, says that this Island has the best land for fruit culture of any locality in this region. Holman & Robinson also control the Kaufman Addition to Seattle, situated between the business centre and Lake Washington, on the two cable lines.

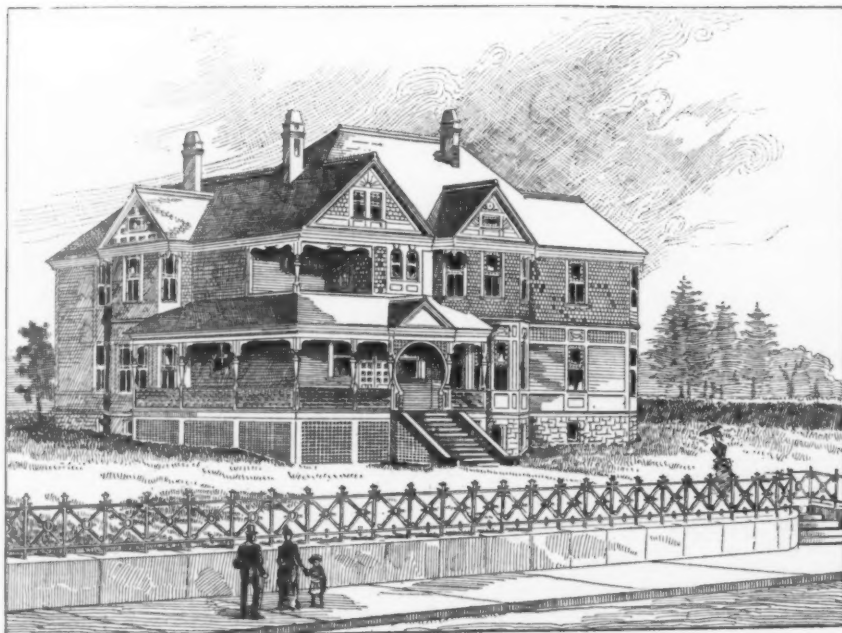
Charles H. Kittinger, Secretary of the Seattle Board of Trade, is one of the young-

est and most active of the real estate men. He came from Wilmington, Del., about five years ago. His specialty is placing loans, and managing large real estate transactions. He established a Guarantee Loan Company, and is Secretary of the Seattle Land and Improvement Company, which handles the lands owned by the Cable Railroad Co.

Compton, Miller & Co., are an enterprising young firm; the active members of which are J. Compton and Henry E. Miller, formerly of Des Moines, Iowa. Wesley Compton, of the Puget Sound National Bank, is a third partner. This firm is engaged in handling city and suburban real



SEATTLE.—THE OCCIDENTAL HOTEL.



SEATTLE.—RESIDENCE OF A. MACKINTOSH.

estate generally, and in placing loans. They control a large list of property in all parts of the city and in the surrounding suburbs.

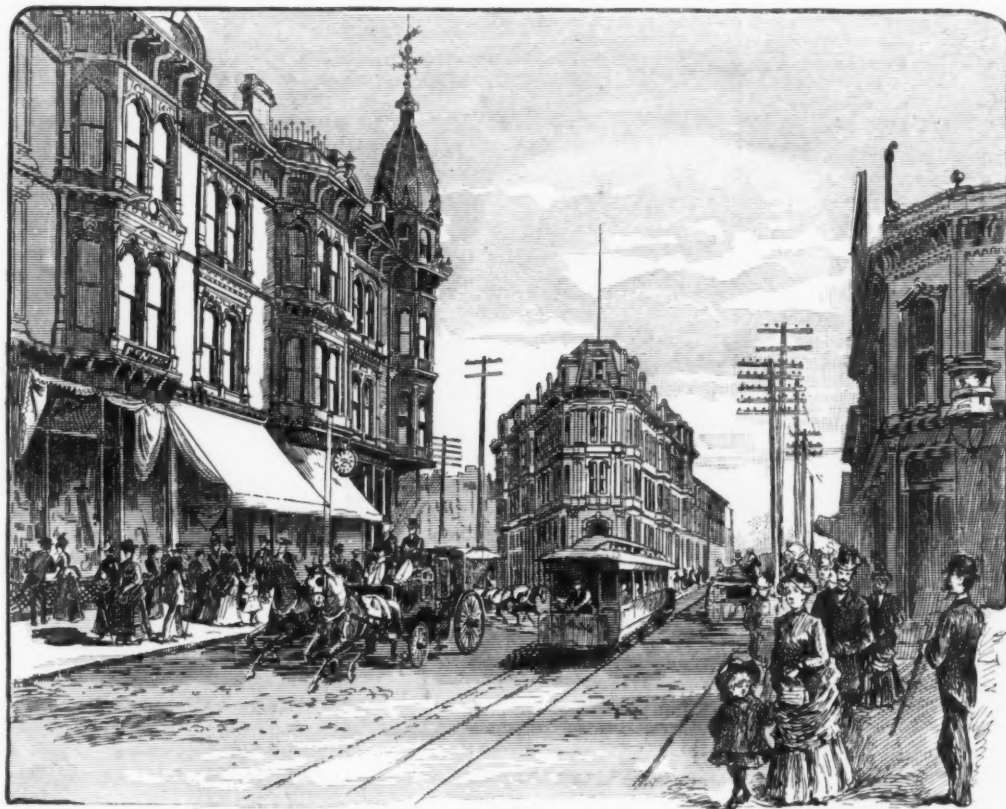
Ward & Griffith is one of the oldest Seattle real estate firms. D. B. Ward, the senior member, came to the Pacific Coast in 1853, from Hartford, Ky., and settled in Seattle in 1859. His partner, L. H. Griffith is from Fremont, Nebraska. The firm dates back to 1882. They handle all kinds of city and country property, improved and unimproved lands, and have several large bodies of timber lands for sale. They have exclusive control of the following additions to Seattle; Dewey, Elmore, Crown, Springbrook, Irondale, Comstock, Mercer and Crown Supplemental, besides large property in other additions. They also make large transactions in inside business property, some of their sales representing amounts as large as \$50,000 each.

Smart & Colt are an energetic firm, composed of E. B. Smart and N. B. Colt. The former came from Winnipeg five years ago and the latter from Hartford, Conn., first to California and thence to the Sound. This firm is interested in an important real estate project known as the "Sunny Side Five Acre Tract." Sunny Side south of the city limits contains some of the best suburban land around Seattle. The soil is a dark, rich bottom land with about one-fourth upland, suitable for fruit raising. A tract of five acres costs from three hundred to five hundred dollars and is well adapted for a pleasant suburban home for people who like to live near enough to a city to enjoy its advantages and at the same time to have land enough for gardening, fruit raising and pasture.

John M. Edwards, an experienced real estate dealer who began business in Seattle in 1883 is also a part owner of Sunny Side. Mr. Edwards handles suburban property of all kinds and is well posted on present and prospective values. He has platted and already sold two additions.

Heaton & Thompson, is another active real estate firm, and like all the well established firms in that line of business, have their hands full of profitable transactions.

Sutcliffe Baxter is not a real estate agent, but is largely



SEATTLE.—VIEW FROM CORNER MILL AND FRONT STREETS.—[From a photo by Warner.]

interested in Seattle property. He is a merchant by occupation and a prominent Republican politician, being the Chairman of the Republican Territorial Committee. He owns an addition fronting on Jackson Street, the short thoroughfare between the business centre of the city and Lake Washington, on the line of the new cable road. The best lots in this addition now sell at \$650 each. This very moderate price for choice residence property shows how reasonable are values of real estate in Seattle.

Prominent among negotiators of loans and of investments in Seattle and King County is the firm of Wood & Osborne, whose card appears on another page of this issue. Judge Wm. D. Wood of this firm has been a resident of Seattle for six years, dealing in real estate and practicing law, giving special attention to real estate and probate matters. For two years he was Judge of the Probate Court of King County. Mr. Eben S. Osborne, the other member of the firm has resided in Seattle for twenty-one years. He is also an attorney at law and a professional searcher of records.

SEATTLE PORTRAITS.

Bailey Gatzert, President of the Seattle Chamber of Commerce and of the Puget Sound National Bank, and manager of the wholesale house of Schwabacher Brothers & Co., was born in Southern Germany and came to the United States as a boy in 1848. He first settled in Natchez, Miss., from whence he removed to

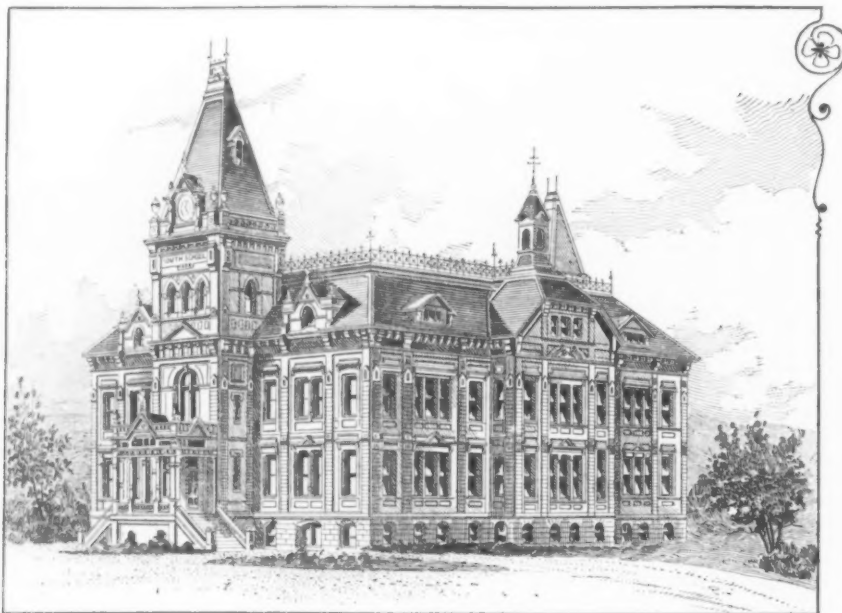
California in 1853, working in the mines for a time, but soon engaging in mercantile business. In 1861 he went to Portland, Oregon, which he made his home for seven years, his family living there while he engaged in merchandizing at Boise, Idaho, and at Wallula, Washington Territory, the latter place being at that time the outfitting point for the Montana gold mines. In 1869 Mr. Gatzert removed to Seattle and began business at this place. He has the entire management of the largest wholesale house on the Sound and has built up its trade from small beginnings, his partners not residing in the city. In 1883 he organized the Puget Sound National Bank, and the same year constructed the city water works. He was Mayor of Seattle in 1875 but has never since cared for the experience of office-holding.

George B. Adair, President of the Seattle Board of Trade, was born in Seneca County, New York, in 1847 and engaged in the hardware business in Seneca Falls in 1862. From that business he has never deviated, and he exemplifies the truth of the old saying, that success in life comes from sticking closely to one line of effort. Mr. Adair came to California in 1868, and carried on the hardware business there until 1873, when he removed to Seattle as Manager of the Gordon Hardware Co. His establishment is the largest house in Washington Territory and occupies one of the handsomest store buildings in Seattle. He is President of the Mutual Building and Loan Society and one of the most active business men in the city.

John Leary, President of the Seattle Real Estate Exchange, is a native of St. Johns, New Brunswick, and in the early part of his business career was engaged in heavy lumbering operations in that province and in Aroostook County, Maine. He was a prominent man in public affairs in New Brunswick before removing to the West and at one time was a candidate for Parliament, but was defeated in the election. In 1869 he came to Seattle and engaged in real estate transactions and in the opening of coal mines and in promoting the construction of railroads. In connection with John Collins he opened the Talbot coal mine and organized the Seattle and Walla Walla Railroad which built a line to the mines. He organized a company for supplying Seattle with gas, and was its President until he sold out in 1887. The water system established in 1882 was another of his public enterprises. In 1883 and 1884, he was Mayor of Seattle. He was one of the most active promoters of the Seattle, Lake Shore & Eastern Railroad, and also of the Seattle cable road system, of which he is President. He was admitted to the bar in 1871 and was for eight years a member of the firm of McNaught & Leary, and subsequently, of Haines, Struve & Leary. In 1881 he retired from law practice. He has had more or less to do with newspapers during nearly the whole period of his residence in Seattle. The *Dispatch* was started by him and afterwards the



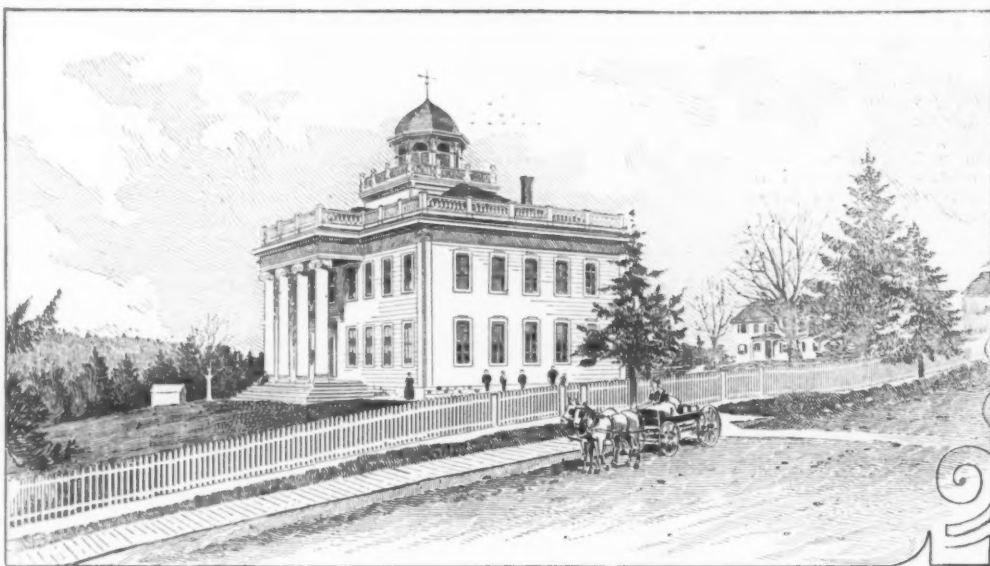
SEATTLE.—YESLER BLOCK.—FIRST NATIONAL BANK.



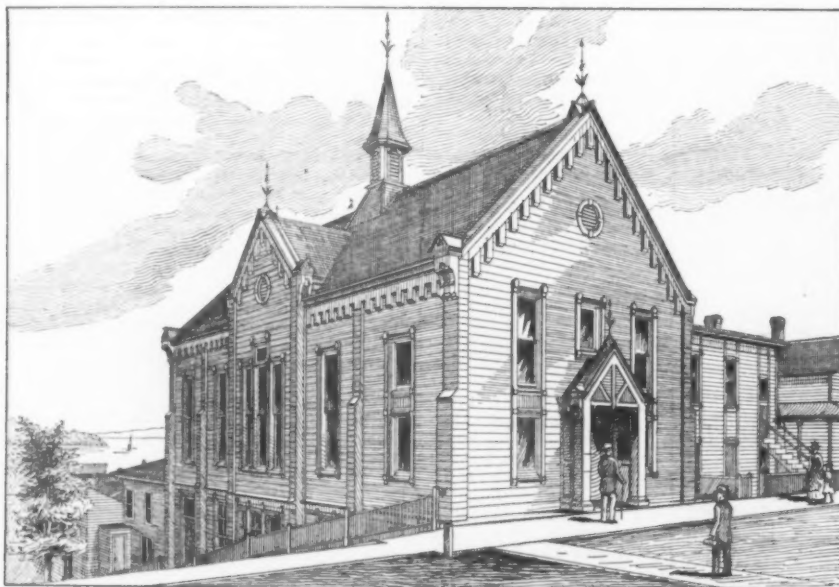
SEATTLE.—THE SOUTH SCHOOL BUILDING.

Post and he still holds an interest in the *Post-Intelligencer*. He built the *Post* building and in partnership with Mr. Yealer, the Yealer-Leary building and is heavily interested in real estate and in business property. Mr. Leary is now President of the Seattle Land and Improvement Company, and of the West Coast Improvement Co., and is one of the directors of the Seattle, Lake Shore and Eastern Railroad. Very few enterprises for the development of Seattle as a commercial and railroad centre have been carried on without Mr. Leary having some hand in them.

James R. McDonald is a native of Glen-gary, in the Province of Ontario, Canada. He went to Michigan in 1862 and engaged in the lumber business, remaining there until he came to Seattle in 1884. Soon after his arrival in Seattle he bought the properties known as the Satsop Railroad and the Seattle Lumber Co. in Mason County. Associated with C. F. White of Montrose, Iowa and Alfred H. Anderson of La Crosse, Wis., he built and equipped the Satsop Railroad from Haverley's Inlet eighteen miles westward in the direction of Gray's Harbor, and engaged in extensive lumber operations of which that road serves as the outlet to tide water. He was one of the promoters of the Seattle, Lake Shore and Eastern Railroad and has been its



SEATTLE.—TERRITORIAL UNIVERSITY.



SEATTLE.—METHODIST EPISCOPAL CHURCH.

President since the organization of the Company.

Daniel H. Gilman, Vice-President of the Seattle, Lake Shore and Eastern Railroad Co., and President of the Seattle Coal and Iron Co., was born in Levant, Penobscot County, Me., and educated at Bucksport, Me., and at the Columbia Law School in the city of New York. In 1864 he ran away from home and enlisted in the First Maine Cavalry and was in all the battles around Petersburg during the closing year of the war. His regiment was in Gregg's division of Sheridan's corps and a portion of the time in Kautz's division of the Army of the James. He was in the Wilson cavalry raid south of Petersburg and received a wound which kept him in a hospital for four months, after seven days hazardous adventures in an ambulance inside the enemy's lines. Soon after the war closed, Mr. Gilman engaged in the wholesale dry goods business in New York City, and also in real estate affairs and railroad movements. He was admitted to the bar and practiced law in the city until his removal to Seattle in 1883. He came to Puget Sound for the express purpose of working up a project for a railroad from Seattle Eastward, which afterwards took shape in the form of the present company, of which he is Vice-President. He acquired a large tract of land at Smith's Cove, three miles north of Seattle, organized the Seattle Coal and Iron Company and purchased the extensive coal fields in the Squak Valley, which are now being opened by that corporation. This coal is believed to be the best in the Territory. The company expect to mine one thousand tons a day as soon as its operations are fairly under way, and if the market warrants a heavier production it will be able next year to make a daily output of two thousand tons.

Dr. T. T. Minor, Mayor of Seattle, was born in 1844, on the Island of Ceylon, where his father was an American

Missionary. Returning to the old home of the family in Connecticut, he received an education in the public schools and in the Hopkin's Grammar School and graduated in 1867 from the Medical department of Yale College. Previous to this, however, he had an active army experience in the civil war, enlisting as a private in the Seventh Connecticut Infantry and being promoted to Hospital Steward, and Assistant Surgeon. Much of his service was with the First South Carolina Colored Regiment, of which T. W. Higginson, the distinguished author, was Colonel. After the war he completed his medical studies and came to the Pacific Coast with appointments from the Treasury Department and the Smithsonian Institution to visit Alaska. This was immediately after the purchase of the Territory from Russia by Secretary Seward, in 1868. After his Alaska explorations, Dr. Minor settled at Port Townsend in charge of the United States Marine Hospital. There he remained for fifteen years removing to Seattle in 1884. He still continues in active practice although engaged in many lines of public affairs. Besides being Mayor of the city, he is the Chairman of the Board of Education, President of the Puget Sound Telegraph Company, Vice-President of the Guarantee Loan & Trust Co., Director in the S. L. S. & E. Railroad Co., and a member for Washington Territory of the National Republican Committee, the latter position he has filled for twelve years. Dr. Minor is one of the ablest and most prominent public men in the Pacific Northwest.

Henry L. Yealer is one of the oldest, most successful and public spirited citizens of Seattle and is almost entitled to be called father of the town. He is a native of Lettersburg, Washington County, Maryland. He received a common school education and learned the carpenter's trade, serving an apprenticeship of three years for \$25 a

year and his board. He was allowed however, to earn a little extra money by working in the fields during the harvesting season. At the end of his apprenticeship he found himself in possession of \$31, which he had saved, and started out to see the world. As a journeyman carpenter he worked in Massillon, Ohio, and in Cincinnati, Natchess, Mobile, New Orleans, New York, Philadelphia and Washington, coming back to Massillon in 1840 to settle down, form a partnership in the building trade and get married. In 1851 he emigrated to Portland, Oregon, then a small village in the woods, and worked as a carpenter and millwright. Finding that square timber was in demand in San Francisco, he purchased a portable sawmill, and in the spring of 1852 went to California in search of a good location to set up a mill. This he did not find, but he fell in with a ship captain who had just returned from Puget Sound, and who gave such a glowing account of the timber resources of that region that Yesler put his saw-mill on a vessel and sailed for what he believed to be the promised land for lumbermen. The ship captain had told him that on the east side of the Sound he would find a large bay into which a considerable river emptied and that in his opinion a town would some day grow up on that bay. Mr. Yesler found the bay and also a settlement consisting of a store and two saloons on Alki Point. This settlement was called by the pretentious name of "New York." Yesler was urged to plant his mill there and was promised lots in the newly platted imaginary city if he would do so. He reasoned to himself however, that if a town were ever to grow up in that region it would not be on the point but on the main land east of the bay. So he rode across the bay and found that there were five settlers already established there, the two Dennys, Bell, Boren and Maynard, who had arrived the previous spring and staked out claims. They agreed to spread out a little and move their claims back if he would put his mill on the bay, and he was thus enabled to get 160 acres for him self and another quarter section for his wife. The mill was the first steam sawmill on Puget Sound and was the nucleus and first cause of the present city of Seattle. It stood just back of the present Yesler-Leary block. Mr. Yesler has been in the lumber business ever since. The 320 acres he and his wife took up made him a rich man. He lives in a stately mansion overlooking the city and the bay, and is enjoying his declining years in comfort and competency, blessed with the cordial good will of all his fellow citizens. In 1866 he was elected Mayor and managed to serve out his term without incurring the hostile criticism and unpopularity which generally attends that office.

SEATTLE BUSINESS AFFAIRS.

Visitors to Seattle who want to get a correct idea of the importance of the city as a center of trade, should not fail to take a look at the big wholesale general merchandise store of Schwabacher Brothers & Co. This concern is the oldest of its class on Puget Sound, and while there are larger establishments in special lines in Portland and San Francisco there is none so extensive which aims to supply all the wants of the country merchant. The firm occupies two large brick buildings, one fronting on Commercial Street and the other on Mill Street, the two joining at the rear and forming a right angle. The Commercial Street building is devoted to dry goods and the larger structure on Mill Street to hardware, groceries, boots and shoes, etc. In the rear of this building is an enormous frame warehouse filled with flour, provisions, ship supplies, agricultural implements and other heavy goods. The house carries a stock averaging in value about a quarter of a million dollars and its trade covers the whole of Western Washington and reaches out



SEATTLE.—UNION BLOCK, FRONT STREET.

into Eastern Washington as far as the Big Bend Country. So rapidly is the trade of the firm increasing that they are going to throw out one or two lines, such as carpets and perhaps boots and shoes to make room for their more important branches. The manager is Bailey Gatzert, one of the pioneer merchants of the Pacific Coast.

The factory of the Northwestern Cracker Company on Front Street is well worth a visit and shows what enterprise can accomplish in a short time in building up a home manufacturing concern. It occupies three stories

goods, steam fitting and steam heating articles, pumps, rubber hose, etc. They are crowded with work at all times.

Another foundry in successful operation is owned by Allmond & Phillips, whose business has lately outgrown its old quarters and has been removed to much more extensive ones at the foot of Union Street on the water front, where supplies can be obtained directly from vessels. A specialty of this concern is heavy castings for the big saw mills. A machine shop is one of its growing features. Mr. Allmond tells me that the best iron for castings is a mixture of Scotch pig with the native iron made at Irondale, near Port Townsend. He has great confidence in the development of an extensive iron industry on the Sound when the new mines in the Snoqualmie Pass are opened. Some of the ores which he has tested are free from sulphur and carry a high per centage of pure metal.

Seattle's first class hotel is the Occidental, a handsome building admirably located, to which an addition of 150 rooms is now being built. Our picture shows the building as it will appear when completed. The rooms are well furnished and the table is particularly good. The chef in the kitchen knows his business, or rather his art, for good cooking is a fine art, and the steward appears to understand that travellers like to have the products of the country served on the table. There is always plenty of fish and clams fresh from the Sound, the bread made from Washington Territory wheat is so delicious that one almost wants to make his whole meal from it, and you have California oranges for breakfast and Oregon cherries, strawberries and plums in their season. The Occidental has a passenger elevator and all other modern hotel conveniences.

Most of the stores on the west side of Front Street have the advantage of two full, light stories, the ground sloping so much towards the Bay that the basements are entirely above ground in the rear, so that heavy goods can be brought in on the level of the back street. The Gordon Hardware Company, for example, have as many goods in the basement as on the main floor. Mr. Adair, the manager, tells me that trade in his line has not yet become differentiated on the North Pacific Coast and that a hardware house must carry ship chandlery, loggers implements and sporting goods as well as the usual articles in the lines of shelf and heavy hardware. The company also deal in wagons and agricultural implements, having a large warehouse for this purpose on the back street. Most of the goods come from the East, but cordage is made in California and also tacks, nails, files, nuts and bolts. Ores are brought by the car load from Ohio. Bear traps indicate that there is still plenty of big game in the mountains and a mill for grinding bones for chicken feed shows that smart Yankee contrivances have



SEATTLE.—SCHWABACHER BROS. & CO.'S BUILDING.

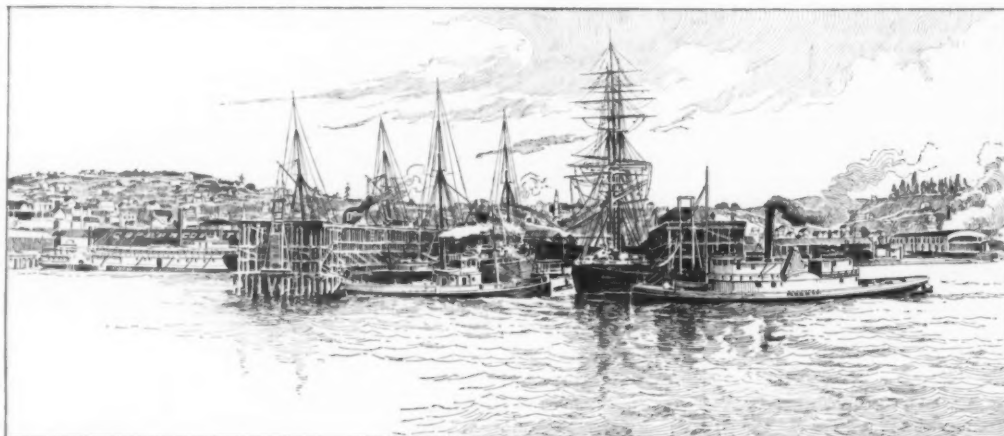


SEATTLE.—RESIDENCE OF A. M. BROOKE.

crossed the continent. There are lots of interesting things in a big hardware store if a visitor looks out for them.

In the large grocery store of N. Chilberg & Co., I was interested in noticing what food products are grown and prepared on the Pacific Coast. All the canned fruits are from California, dried cherries and prunes come from Oregon, salmon from Astoria at the mouth of the Columbia River, split peas and pearl barley are made on one of the islands of the San Juan archipelago, smoked meats are mainly from Cincinnati and Chicago, though California is beginning to produce a surplus. What is very striking is the fact that nearly all the butter is brought from California, the Sound country not producing enough for its own wants. This fact coupled with another, that I saw roll butter marked seventy cents per roll of two pounds, ought to induce dairymen to come in force to the islands and valleys of Western Washington.

Neither St. Paul nor Minneapolis have a handsomer or larger retail drug store than that of A. B. Stewart & Co., on Front Street, Seattle. I asked Mr. Stewart if he sold much quinine, this question always



SEATTLE.—THE COAL BUNKERS.

being a good test of the malarial condition of a new country. He replied that very little was sold in Seattle and that there were no cases of malarial fevers except where new comers brought the disease with them. This is remarkable, in view of the dense forests and large amount of decaying vegetation which they produce. Probably the absence of malaria is due to the sea breezes and to the good drainage of the city.

The dry goods trade in Seattle is already developing special lines. For example J. R. Baillargeon has recently opened a handsome store for fancy dry goods, laces, embroideries and furnishing goods, keeping none of the heavy staple goods. An interesting fact in connection with his trade is that he is making direct importations of English goods.

The great dry goods firm of Toklas & Singerman have just taken possession of the largest store on the Pacific Coast outside of San Francisco. The area of the main floor is as great as that of the well-known store of the Mannheimer Brothers, in St. Paul and the ceiling opens in the center up into the second story which is also used by the firm. "The Dry Goods Palace" is the name of the store and it deserves it.

At the Golden Rule Bazaar of S. Lobe & Co., may be seen an endless variety of goods in the way of porcelain, glass, toys, pictures, stationery, and fancy goods, brought from the four quarters of the globe. There is even a ten cent counter, with a bewildering assortment of articles upon it.

The clothing and furnishing houses of H. Hershberg & Co., leads the Seattle trade in its lines of goods. Much of the clothing sold on the Coast is made in San Francisco, but a large part comes from Eastern cities. Prices appear to be as low as in the East.

The Union Block, on Front Street is one of the handsomest business structures put up during the past year.



SEATTLE.—RESIDENCE OF EX-MAYOR YESLER.

It is owned by Judge J. R. Lewis, Fred Gasch and August Melhorn and cost, apart from the land, about \$75,000. The interior finish is in Washington cedar.

NORTHERN PACIFIC EARNINGS.

OFFICE OF VICE PRES. AND GEN. MANAGER, }
ST. PAUL, MINN., April 4th, 1888. }

Statement of approximate gross earnings for the month of March, 1888, compared with the same month last year:

	FREIGHT.		Increase.
	1888.	1887.	
Commercial.....	\$722,146	\$665,997.06	\$56,148.94
Government.....	3,327	6,602.88	*3,275.88
Construction.....	3,527	6,038.58	*2,511.58
	\$729,000	\$678,638.52	\$50,361.48
	PASSENGER.		Increase.
	1888.	1887.	
Ordinary.....	\$379,668	\$258,119.90	\$121,448.01
Government.....	2,542	1,101.75	1,440.25
	\$382,210	\$259,321.74	\$122,888.26
Mail.....	\$33,035	\$30,325.97	\$2,709.03
Express.....	23,000	46,214.29	*23,214.29
Sleepers.....	3,500	2,567.96	932.04
Miscellaneous.....	17,000	13,610.91	3,389.09
	\$1,187,745	\$1,030,679.39	\$157,065.61

* Decrease.

† Includes settlement with Wells, Fargo & Co.

FLUCTUATIONS IN THE SURFACE OF THE GREAT LAKES.

It was given out a few days ago that the surface of the great inland seas had been lowered nearly one and one-half feet during the past year. Whether some immense subterranean outlet of water has suddenly been found for the vast body of water or whether the tributary streams have been affected by drought is a matter for scientific men to determine. It was stated that much money had been expended in releasing boats that had touched the bottom because of low water; that boats were aground last season in the Sault Ste. Marie River at points where such an occurrence was never thought of before and that the channels all the way from Lake Huron to Lake Erie were often blocked for days at a time with stranded steamers. It was also stated that, in the opinion of vessel owners, the lowering of the surface might, by another season, prevent the passage of the larger class of vessels. A very serious matter in the present condition of the carrying trade on the Great Lakes.

It is no new thing that suppositions have been entertained as to the existence of tides upon these large masses of water. We find in the "*Relations Des Jesuites*" recorded in the very interesting correspondence sent to France, between 1660 and 1680, frequent references to the subject. Later than that the subject was noticed by Dr. Weld, in his "Travels in Canada," from 1790 to 1795, who stated that it was believed by many that the waters of Lake Ontario were influenced by a tide ebbing and flowing frequently in the course of twenty-four hours and he instances the fact of its rising and falling fourteen inches every four hours in the Bay of Quinte. A curious state of affairs was reported on Lake Ontario on June 15th, 1872, when the water rose twenty-two inches at the mouth of the

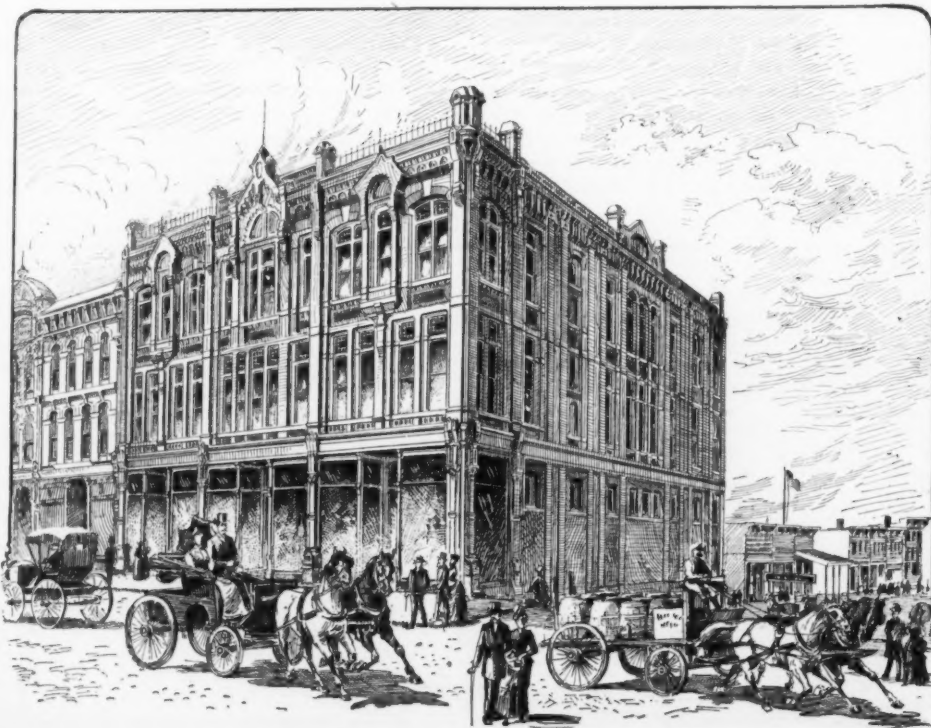
Genesee River. In May, 1855, the waters of Seneca Lake exhibited a like phenomenon of continued rise and fall of sixteen and one-half inches to two feet through two days. In 1885 it was discovered that the level of Lake Ontario had been falling to such an extent as to make it probable that at an early date all the cities, towns and villages on the bank will be left far in the interior. It was thought at the time, that the vanishing of the water was caused by the filling up of Lake Erie with sand brought down by the Detroit River and the

increase of Lake Ontario's outlet by the construction of a canal at "The Gallops," where an immense quantity of rock had been blasted. "The Gallops" rapids is believed to be the natural dam of Ontario. Remove the dam and there will be ultimately a creek along the bottom of Ontario, hence it was seriously proposed to plug up the channel around the rapids as the means of stopping the drain. In May, 1886, however, the Superintendent of the United States Life Saving Service reported that the high water along Lake Ontario was becoming troublesome, that the Big Sandy Station at the foot of the lake was submerged and much of the new station at Charlotte, near Rochester, had been washed away.

In Lake Michigan a change of six feet in level was reported on April 14th, 1858. The Government has since 1859 taken three observations daily of the height of the water at the Milwaukee lighthouse. In May, 1887, water in Milwaukee Bay was a foot lower than in May, 1885. In September, 1886, the water reached the highest level it had attained since 1859, a period of twenty-seven years. In 1876, however, the water level was very high, but not quite so high as in 1886. The lowest stage of the water recorded was in February, 1873, when the water level was four feet below the level of 1838. The annual flood tide of the water is in September and October, and the annual ebb tide in January, February and March. The greatest difference in the water level noted in one year was in 1871, when it was two feet six inches higher in the fall than in the preceding winter. Before 1859 the observation of the water stages depended upon private sources, and they are conflicting. In 1852, Solomon Juneau, who has resided in Milwaukee since 1818, said that never in his recollection had the water in the Bay been so low as in 1820, and never so high as in June 1838, when the old Indian race course was six feet under water. The difference in the water stage of 1819 and that of 1883 was four feet eight inches at Milwaukee and five feet three inches at Detroit. The lake annually rises and falls from twelve to eighteen inches. At Chicago, in 1886, it was reported that the level of Lake Michigan had risen



SEATTLE.—FRONT STREET LOOKING NORTH FROM MILL STREET.—[From a photo by Warner.]



SEATTLE.—TOKLAS & SINGERMAN BLOCK, FIRST ST.

two and one-half feet in seven years, an increase that threatened destruction to some parts of the city. On Lake Superior, in 1789, opposite Isle Royal, there was a sudden fall of four feet in the waters, when they returned they did so with a rush, the vibration continuing for several hours. In 1834 the water above the Sault Rapids suddenly receded, and in half an hour returned with great velocity. In August, 1845, Dr. Foster states that while in an open boat between Copper Harbor and Eagle River, an enormous surge twenty feet in height, and crested in foam rolled toward the shore succeeded by two or three swells. Dr. Foster observed repeated flows and reflux of the waters in 1847, 1848 and 1849, which preceded or followed storms on the Lake. In 1851, D. D. Brockway reported in a perfect calm, a sudden rise of one foot and three inches, and in another two and one-half feet. The *Lake Superior News*, of July 17, 1855, reported extreme fluctuations between the hours of nine in the morning and four in the evening. Father Andre, in 1670, while on Green Bay, reported a three foot rise, but this was accompanied by a Northwester. The rise of water, to the extent of one foot, on Lake Huron, for about twenty hours in the summer of 1858, appears to have affected the discharge of the whole of the River St. Clair, throughout its length, the increase twenty miles down having been about seven inches, and at Detroit two and three-fourth inches; the central surface velocity at the point first mentioned being increased from three and one-fourth to six and one-half miles per hour. On May 10th, 1823, according to Dewitt Clinton at Otter Creek, on the Canada shore of Lake Erie, a wave came in nine feet high; and the same occurrence took place at Kettle Creek, twenty miles distant. Another in 1830 reports three waves at Madison Dock, Lake Co., O. The first rising from

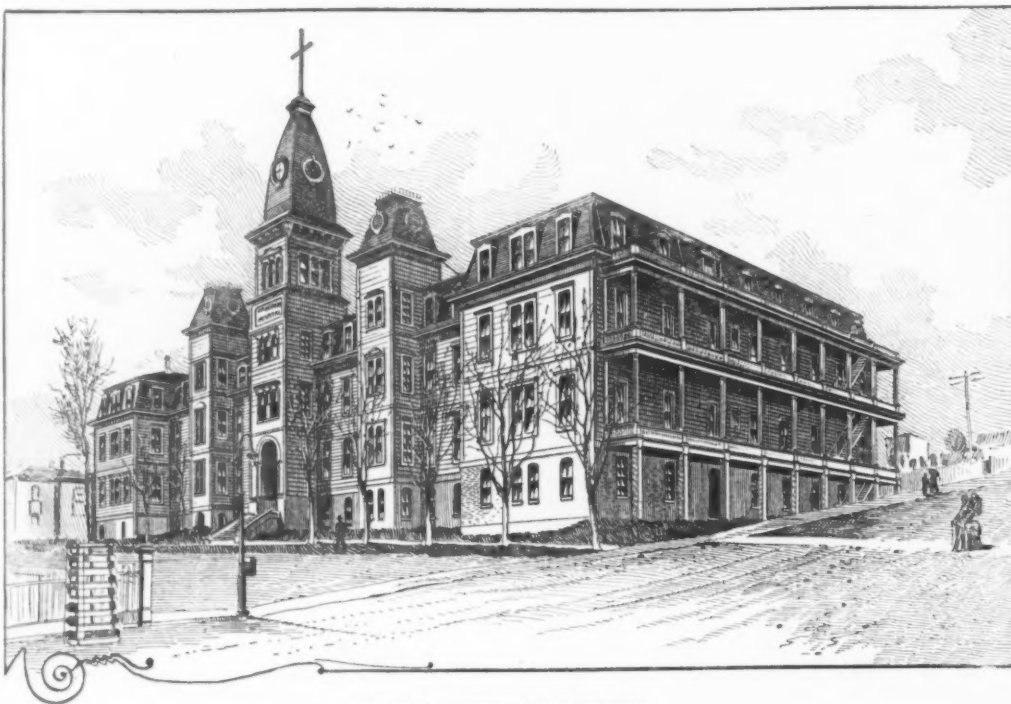
fifteen to twenty feet. In 1844 or 1845, a wave came into Euclid Creek, near Cleveland, Ohio, fifteen feet in height, carrying everything before it. On November 15th, 1845, the water suddenly fell two and eight-tenths feet during a high wind from the Southwest. The *Toledo Blade* records a change of ten feet on December 5th, 1856. The twelve feet tidal wave at Cleveland in 1886 is also recalled.

It, therefore, is not necessary to demonstrate the fact that fluctuations have existed in all of the Great Lakes west of Niagara River and that the period of

with the bottom of Ontario, now, as the discharge through the Detroit River, after allowing all the probable portion carried off by evaporation, does not appear by any means equal to the quantity of water which the three other lakes receive, it has been conjectured that a subterranean river may run from Lake Ontario. This conjecture is not improbable; and it accounts for the singular fact that salmon and herring are caught in all the lakes, communicating with the river St. Lawrence, but no others. As the falls of Niagara must always have existed; it would puzzle

the naturalists to say how these fish get into the upper lake without some subterranean river. Moreover any periodical obstruction of the river would furnish a not improbable solution of the mysterious flux and reflux of the lakes.

The raising and lowering of the water levels is, of course, a matter of extreme importance to the various interests which have sprung up on the borders of the lakes, and the great rivers connecting them, but to none more than to the canal interests. In the case of the Erie Canal at Black Rock, the supply to which canal is derived through its uppermost reach. Direct from Lake



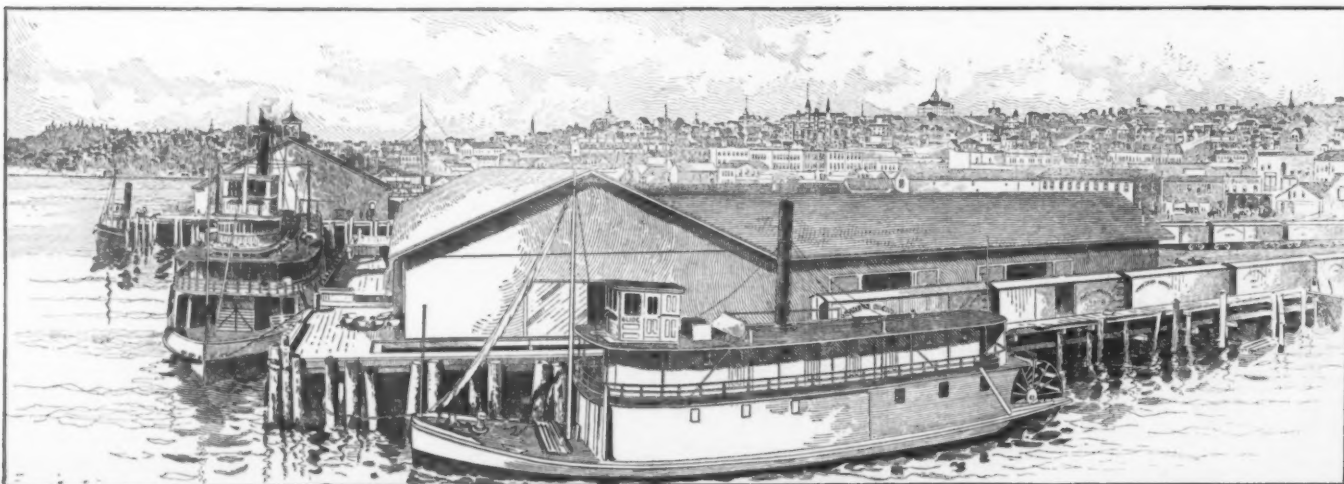
SEATTLE.—PROVIDENCE HOSPITAL.

Erie the extreme fluctuations that occurred as recently as 1853, caused very considerable anxiety to the managers of the canal, and the relief from which was only to be found in the deepening of the whole canal for about twenty-two miles, the greater part through a lime stone cutting.

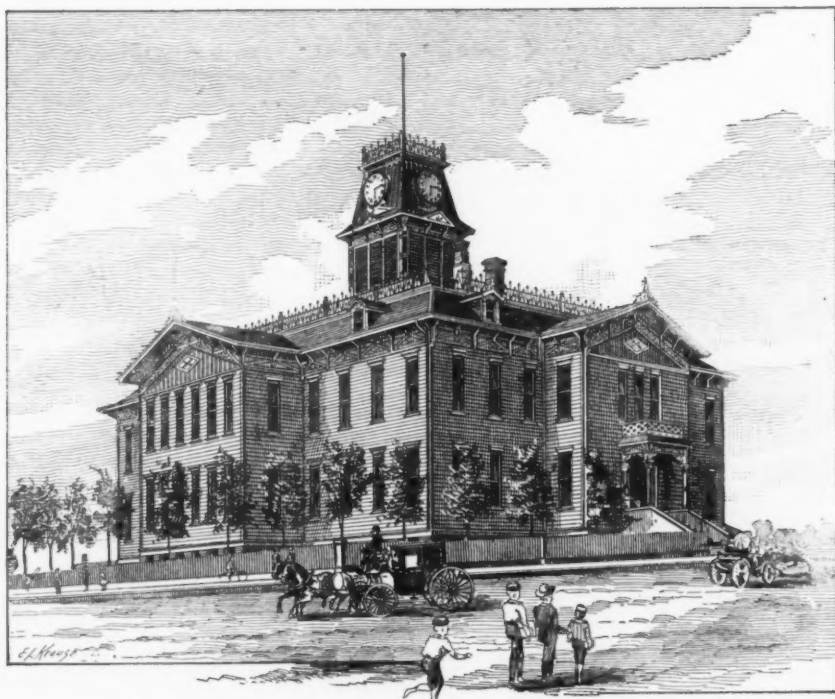
Some of the phenomena are, however, capable of being explained with little difficulty especially if suitable arrangements exist for obtaining data by a sufficiently extended series of observations upon the quantity, the rate, and the time of the fall of rain and snow, and of all the other meteorological phenomena which affect the conversion of the snow into vapor or water. It would be necessary to record the

each rise and fall covers from four to seven years. The variation from lowest to highest points has been sometimes as much as three and one half feet. These changes are aside from those caused by the winds. Some writers ascribe the cause to be tide similar to that in the Bay of Quinte, and other writers and observers also deny this and say the cause is due to changes of atmospheric pressure. Lake Erie is only sixty or seventy feet deep; but Lake Ontario, which is 502 feet deep, is 250 feet deep below the tide level of the ocean, or as low as most parts of the Gulf of St. Lawrence, and the bottoms of Lake Huron, Michigan and Superior. Although the surface is much higher, are all from the vast depths, level

being explained with little difficulty especially if suitable arrangements exist for obtaining data by a sufficiently extended series of observations upon the quantity, the rate, and the time of the fall of rain and snow, and of all the other meteorological phenomena which affect the conversion of the snow into vapor or water. It would be necessary to record the



A GLIMPSE OF SEATTLE.—VIEW LOOKING EAST FROM THE COAL BUNKERS.



SEATTLE.—CENTRAL SCHOOL BUILDING.

prevalence, direction and continuance of the winds which are observed to produce the most extraordinary effect on the surface of the lakes, and, lastly, should be observed the manner and form of the taking of the ice at the outlets of these great lakes.

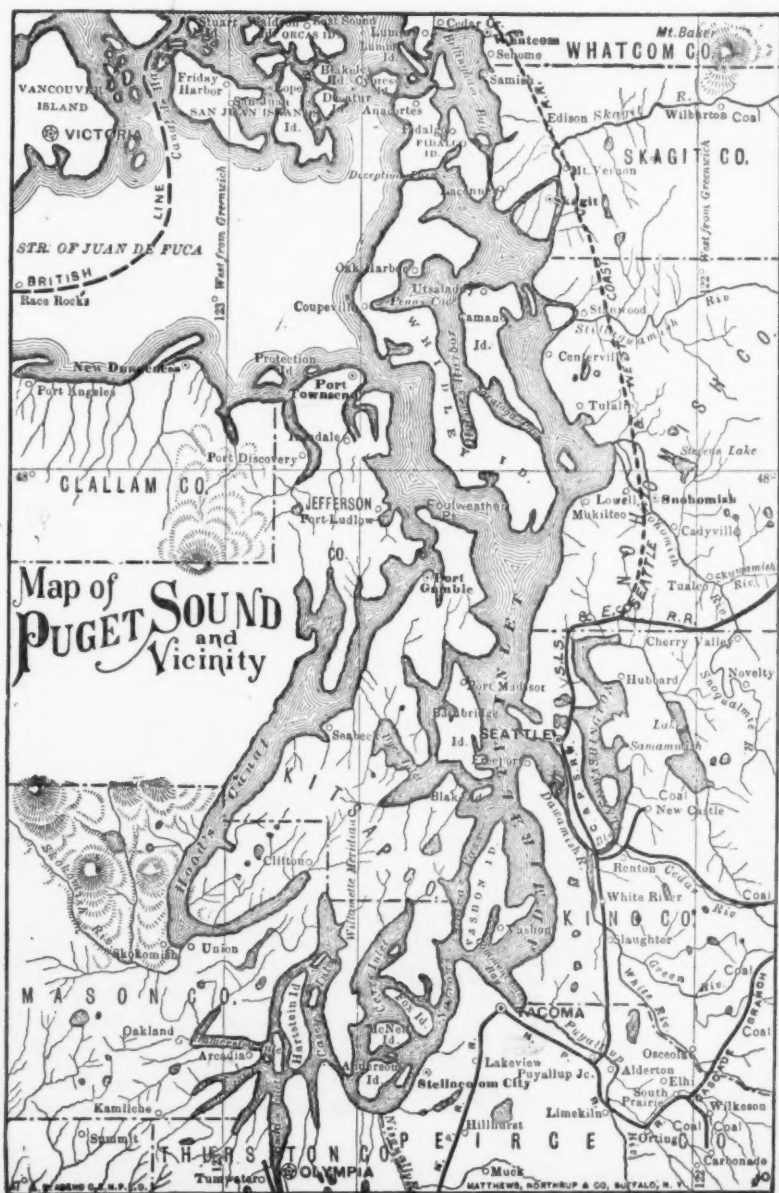
This latter feature seems to have been almost overlooked in the suggestions which have been made to account for the increase or decrease of the level in the lakes. But it will at once be apparent that the existence of a broad belt of ice over the whole surface of a rapid river, running at the rate of from three to four miles an hour, must have a great effect in regulating the discharge of that river, and so far modifying its surface; for instance, as at Fort Gratiot, at the foot of Lake Huron, where the river is about 900 feet wide and usually runs at the rate of about three and one-half miles per hour, the depth being about forty-five feet, through about half a mile of its course. The river also for several miles below, has about double the width mentioned, and is from twenty-five to thirty-five feet deep, with a fall of about six inches per mile producing a surface velocity of about one and forty-five hundredths miles per hour. The flatter surface last mentioned is generally covered with ice throughout the winter, but the rapid at the lake outlet is rarely covered more than once in five years. Under these circumstances, it will be observed that the hydraulic mean depth will be reduced from forty to forty-five per cent. by addition of the coating of irregular masses of ice forming on the surface, which thus adds to the wetted perimeter, our divisor in hydraulic calculations. No more reasonable explanation of the trouble in this instance could be devised.

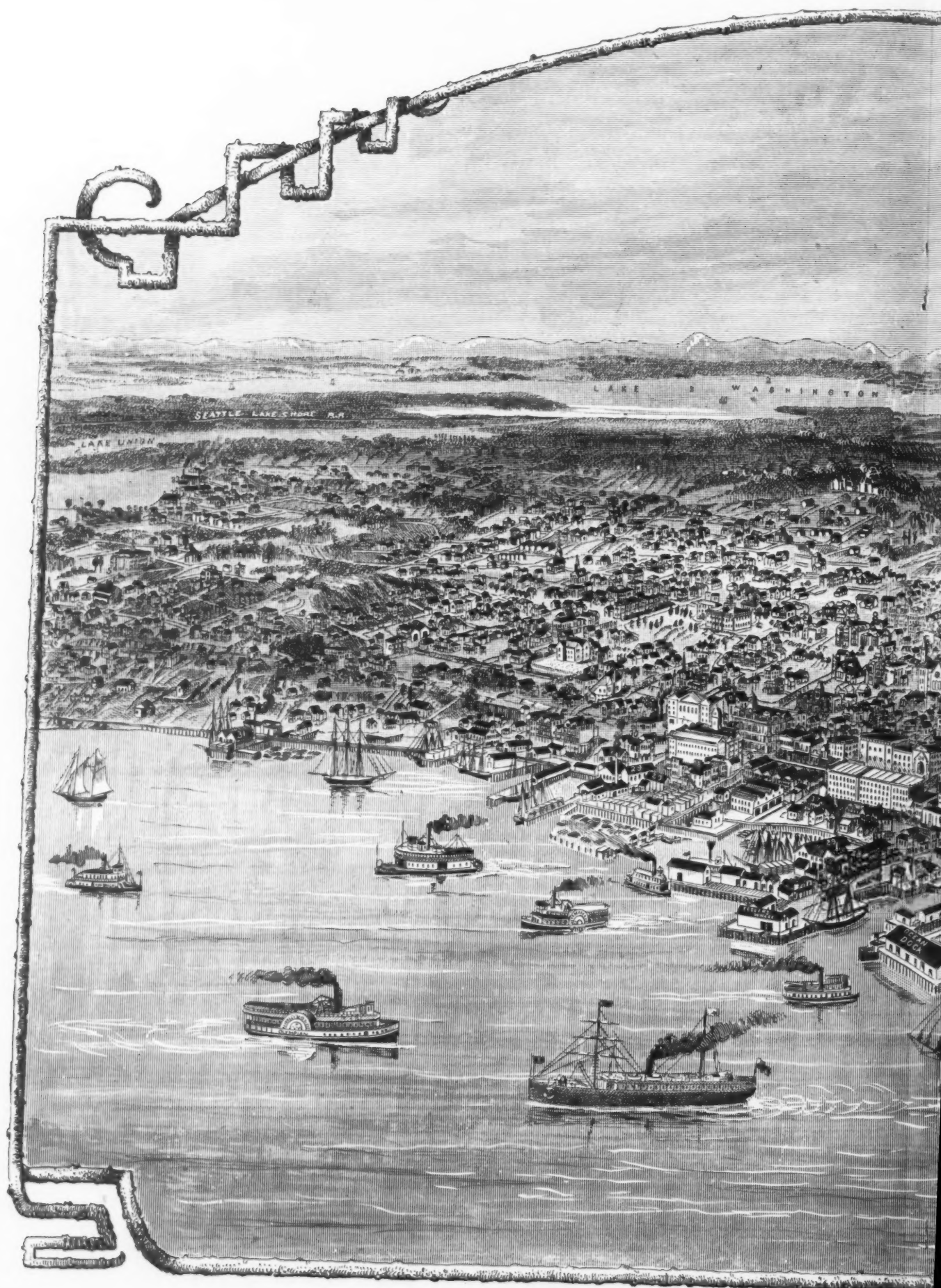
Some of the facts noted above have been observed to take place at the discharge of Lake Erie, near Buffalo, which are described by Major Lachlan, in the *Canadian Journal* of 1854 at the breaking up of the ice of that year as having had the effect of reducing for forty hours, the discharge of the Niagara River, so as, according to other testimony, to have reduced the apparent discharge of the cataract by at least one-half, and on which occasion operations were carried on by the mill owners, on the American side of the river, far out into the stream. There was also observed, in September, 1857, a rise of two feet nine inches in the level of the river at the ferry wharf, below the falls, which took place in one night. This result was not due to rain, nor to any other circumstances, but to the continuance, for about twelve hours,

of a heavy gale from the Southwest, which had the effect of raising the head, and thus increasing the discharge through the rapids at Buffalo so as to require the additional head of two feet nine inches, in the reach of the river, immediately below the falls to enable that deep section of the river between the falls and the suspension bridge to carry off the increased volume. Thus it is plain that the winds must sometimes be held responsible for some of the interesting results noted in the earlier part of this article—results that took place when there were no means at hand to make scientific observations. It is also to be noted that notwithstanding the area of these great lakes which act in general as compensatory reservoirs, in equalizing the discharge to an almost uniform quantity, there are times, as before explained, when an excessive discharge, as well as the reverse action, will introduce abnormal conditions which would have to be eliminated in any calculations of actual quantity, which alone are of scientific value. F. G. MATHER. Buffalo, N. Y., March, 1888.

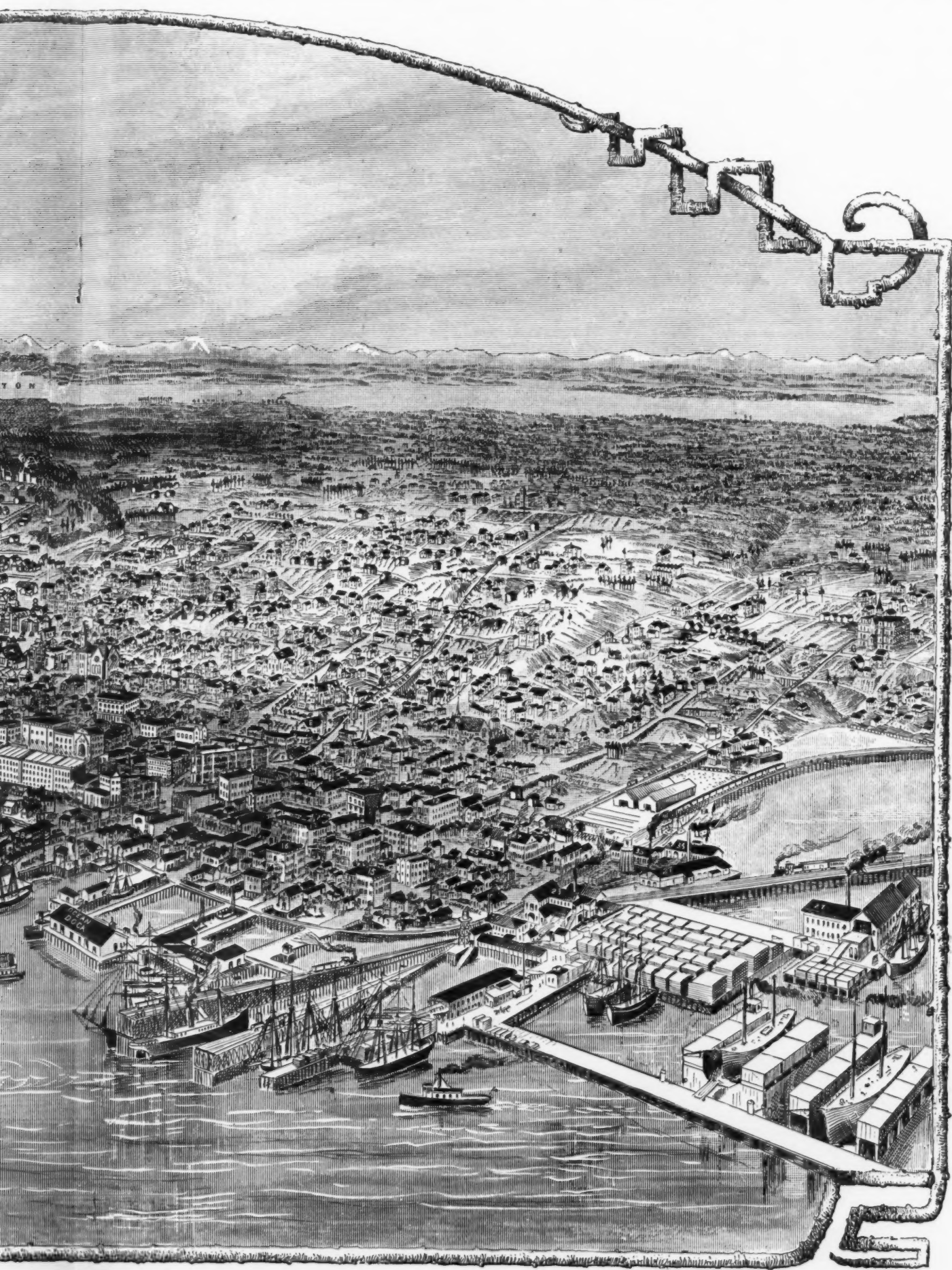
'TAIN'T SO.

Don't believe that the world is going to the dogs—
"Tain't so!
That all women are peacocks and all men are hogs,
"Tain't so!
An' if any man tells you the world to despise,
An' the honor of all men is sold for a price,
Look squar' in his eyes and jest tell him he lies!
"Tain't so!
For he thinks that the world is fashioned awry
And made from the pattern they cut him out by!





BIRDS-EYE VIEW OF SEATTLE, W



OF SEATTLE, WASHINGTON TERRITORY.

OHIO GREATLY EXCITED

Over the Statements Made by a Wealthy Capitalist of that State about the Great Cities of the West. What He Saw and Did on the Pacific Coast.

Scene in the Boody House, Toledo, Ohio: Mr. G. D. Hall, a wealthy gentleman whose father had died and left him the Boody House and other Toledo property and a large amount of money. Mr. Hall had just returned from a Western trip that he had made to invest in one of the most prominent cities of that section. Mr. Nixon, an old friend, enters, saying: "Good morning, Mr. Hall, just got home? Well, what town did you like, and did you plant your money?"

Mr. Hall—"I visited a number of Western towns, and I planted my money in Seattle, on Puget Sound, Washington Territory."

Mr. N.—"Well, I thought you would invest in Omaha or Kansas City."

Mr. Hall—"I will tell you where to invest every dollar you can raise. I am going to sell all my property and send the money there; I mean send it to ESHELMAN, LLEWELLYN & COMPANY, to invest in lots. That town is going to be the New York of the Pacific, and no mistake. I will tell you why I know: Well, I went from here to Kansas City and looked over that city. It is a live town of 160,000 people, but its chief resource is a railroad center, there being fifteen railroads running in there, and of course it is quite a commercial city. It has three packing houses, but very little manufacturing. I saw it had no great natural resources to fall back on for its support. Then I went to Omaha and looked that city of 80,000 people over. It is a second edition of Kansas City—a railroad town with but few natural resources to back it up. Then I went to Denver City. Well, that is a regular mining town of 75,000 people—a well-built, gay city, supported by the mines, and as long as the gold mines pay, Denver City will be a good town, but these mines are liable to cap over, and then what will support Denver? So I thought I would go to the Pacific, and I took the train for San Francisco. That is a rich bonanza mining city of 250,000 people, palace hotels and stores, but it looked to me as if it nearly had its growth. It is a wealthy

city, has a large foreign and coasting trade, some manufacturing, several railroads and quite a large wholesale trade to California, Oregon, Washington Territory and British Columbia. Her backing is trade and commerce. She never can become a great manufacturing city, because California has no coal and iron and but little timber. I found out there that California depended upon the Puget Sound country, in Washington Territory, for nearly all her coal and timber, and that Washington was called the Pennsylvania of the Pacific Coast, being the supply depot for coal and iron. So as I saw no chance to invest with profit in San Francisco, I started for Seattle on Puget Sound via Southern Pacific R. R. but as I had

heard of Portland on the Willamette, I would see what there was for me and put in a week looking over and studying that town. It has 40,000 people and it is a wealthy town. From its beginning up to the present time it has been a toll gate. By means of its location it had absolute control of the trade of the Willamette Valley and the great Inland Empire. As all this country depended upon San Francisco for supplies and for a market, and it was brought by steamer over the Columbia River bar, and up to Portland, and then distributed by the commission firms, they of course got rich, and so did everybody else in that town. But now things are changed. The Northern Pacific Railroad is completed from St. Paul to the Sound country, the Union Pacific, the Southern Pacific have direct all rail connections with the Sound, the Canadian Pacific make their terminus by boat connection, but will by January 1889, have their railroad completed to Seattle, and the Seattle Lake Shore & Eastern are building their road east, with sixty miles in operation and 100 more to be completed to the Columbia River in Eastern Washington by January, 1889, thus opening a market by rail for St. Paul, Chicago, New York and San Francisco, and by these roads bringing to tide water the 80,000,000 bushels of grain of the "Inland Empire," the granary of the Pacific World, and carrying from the Sound their supplies of timber, coal, iron, manufactured goods and merchandise. Then again Oregon has no coal or iron or no valuable timber, and she as well as California depends on Washington Territory for all these three great resources of wealth. So I concluded Portland, though a very wealthy town, never would become the metropolis of the North Pacific because of the Columbia River bar being a heavy tax on her water commerce, and not having any coal or iron ore to back her up, and no resource of commercial timber, I would go on to Seattle, the last town on my list. Well, there I struck the mine of wealth I have been hunting for and no mistake."

Mr. N.—"You think so?"

Mr. Hall—"Why! Bless your soul, Nixon! I know it. I looked all over those cities I visited, and I tell you that Seattle has more backing of resources than all the other towns I saw put together. Why! man! She has more than double the timber supply of both Michigan and Wisconsin. She has the coal and iron of a Pennsylvania to support her, and the richest agricultural lands in the world to back her, and I tell



SEATTLE.—RESIDENCE OF DR. T. T. MINOR.



SEATTLE.—RESIDENCE OF DR. F. A. CHURCHILL.

you that Puget Sound is a great inland sea, extending up into the land for 145 miles, with bays and harbors everywhere. You would be surprised if you saw Elliott Bay or Seattle Harbor. Why! Bless your life, Nixon! I counted the vessels in the harbor every day and always found from eight to twenty sea-going ships, sailing to China, Japan, Australia, Europe and the Atlantic ports of the United States, and double that number are there every day engaged in coastwise and Sound trade. Why! man! There are 138 vessels registered as plying on Puget Sound waters, and nearly every one of them makes Seattle its headquarters."

Mr. N.—"How is that?"

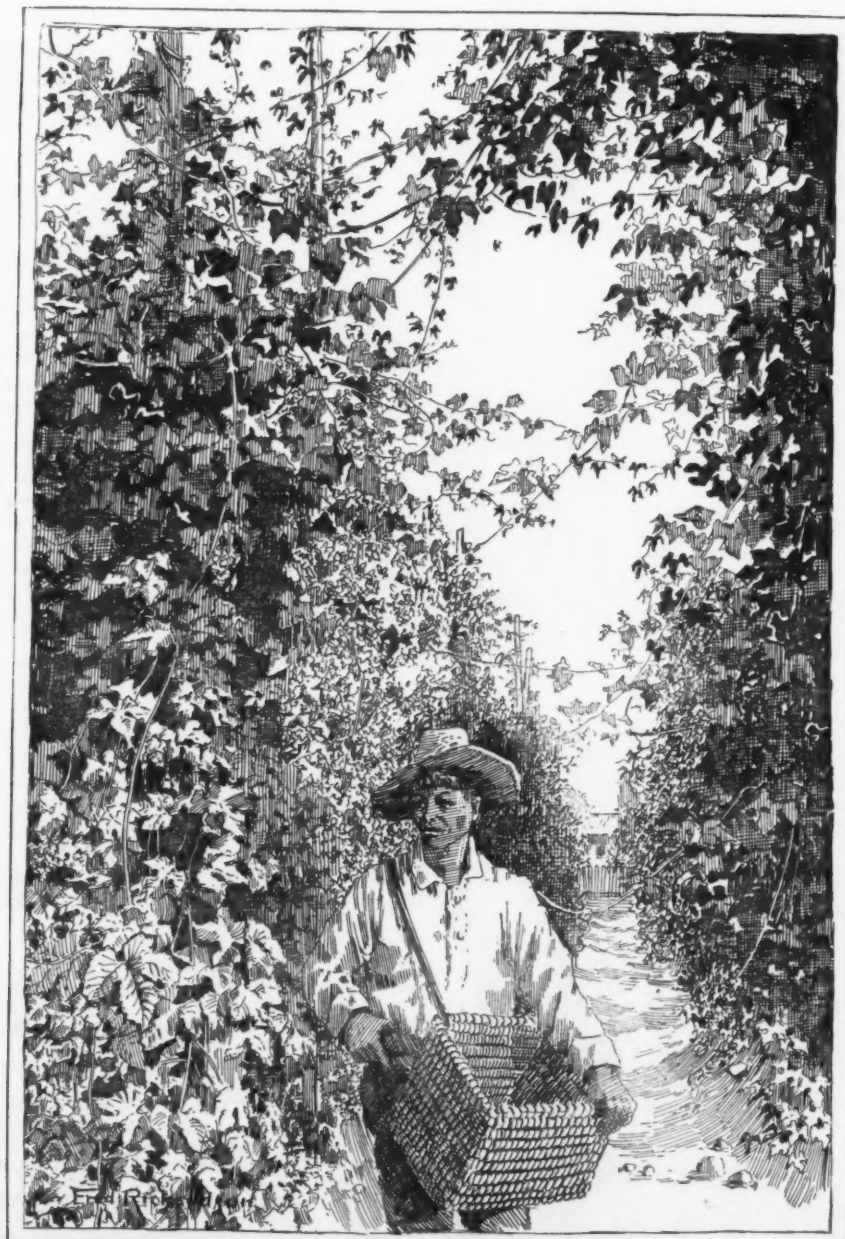
Mr. Hall—"Why! Her harbor is located central on the Sound, and no vessel can go from one port on the Sound to any other without first going to Seattle."

Mr. N.—"Well, that is a big thing for Seattle."

Mr. Hall—"Big thing? I should say it was, but that is not one-half the advantages Seattle possesses to attract the trade and commerce of the Pacific Coast. Why! Nixon. It seems the all-wise Creator built Seattle harbor and the lay of all that Puget Sound



INDIAN HOP PICKERS AT WORK IN THE PUYALLUP VALLEY, W. T.



IN A HOP FIELD ON WHITE RIVER, WASHINGTON TERRITORY.

country especially to make on it a great city of the Pacific. East of Seattle lies Lake Washington, a body of water which excites the admiring wonder of all beholders. Its length is about twenty miles and its breadth, which varies greatly, averages about five miles. Its depth is very great, and its waters, which are poured down by mountain streams, are pure and cold. The forest and mountain scenery which surrounds the lake renders it one of the most beautiful bodies of water in the United States.

Mr. N.—"How about the country immediately around Seattle?"

Mr. Hall—"Well now; that is just one of her greatest backers. King County, in which Seattle is situated, has an area of 2,000 square miles, or about 1,280,000 acres. It extends from the Sound back to the top of the Cascade Range of mountains, a distance of sixty miles, with a front on Puget Sound of thirty-six miles, and an average width of about thirty-eight miles. Vashon Island in the center of the Sound having a length of twelve miles and about seven miles wide and a perfect garden in production, belongs to King County. But let me tell you Nixon, that King County is not only the central county, but the banner county of that country. Why, just think; there are 60,000 acres of developed coal fields in this country, of the best quality on the coast for coking, steamheating, and domestic purposes. Why sakes alive; they have exported from these mines over 2,500,000 tons. Why, last year the output was 768,000 tons, and during 1888 it will exceed 1,000,000 tons."

Mr. N.—"Where is the market for coal?"

Mr. Hall—"Why California alone wants more than this, and Oregon half as much at least. Why, they look to Seattle for their coal, like the New England and Middle States look to Pennsylvania for their supply."

Mr. N.—"What does it cost on the ships?"

Mr. Hall—"Why man, you see all this coal lies within a radius of thirty-six miles of Seattle—some within thirteen miles—and the cost to mine it, send by rail to the bunkers at Seattle, and put it on the vessels is about \$2 per ton, and they get in Portland and San Francisco from \$8 to \$12 per ton, depending on demand. In Seattle it retails at \$5 per ton."

Mr. N.—"Why don't they open more mines?"

Mr. Hall—"Why bless your soul Nixon; they are doing so all the time, but can't keep up to the demand. Why, there is a mine on the Seattle, Lake Shore & Eastern Railroad that the track has just reached, and that now yields from 500 to 1,000 tons daily, which will help to supply the trade by thirty

days. Why that coal mining and shipping business is enormous, and that resource alone could make Seattle a town of 150,000 people. Then, Nixon, the King County iron mines are the most extensive and of the best quality of any in America, not even equalled by those of Pennsylvania. It is literally mountains of Hematite iron ore, sixty-seven to seventy per cent. iron, that makes Bessemer steel at the original smelting, and one of the largest iron and steel works in America is now under process of construction in King County, that will give employment to from 7,000 to 10,000 men making steel rails, nails, etc. You bet that is a great country. Why Nixon, I have not told you half yet. The biggest sawmills in the world are in that Puget Sound country, some of them cutting over 300,000 feet of lumber in ten hours, and these Sound mills export 360,000,000 feet of lumber annually. Nixon, everything is on a grand scale out there. These big mills have a town of their own, where a thousand people live; have their own ships, six to twelve each, and ship their lumber to all ports on the Pacific, to Europe, and to the Atlantic ports of America. Why Nixon; King County alone has 200,000 acres of rich valley land, every acre of which will produce 1,500 to 3,000 pounds of hops to the acre, and let me tell you that an acre of Puget Sound hop land will raise as much as any three acres in any other part of the world, and the hops too are of the best quality, bringing the highest price in Japan, Europe or in the Atlantic States of the Union. And let me tell you Nixon, that this same land will bring from 400 to 700 bushels of potatoes to the acre, or forty tons of turnips, rutabagas, sugar beets, carrots, cabbage, or parsnips, to the acre. Why, the biggest beet sugar factory in America is going to be built in King County, near or at Seattle. Then I tell you more Nixon. The uplands are the best in the world for fruit and berries. Such apples, pears, peaches, plums, prunes, cherries, gooseberries, currants, and berries as are grown around Seattle, you never saw. Why, it beats California for fruit."

Mr. N.—"Oh, that is a wonderful country!"

Mr. Hall—"I should say it was! Why, that Puget Sound is full of salmon, cod, haddock, sturgeon, mackerel, flounders, soles, bass and smelts. Why, they have a large number of canneries, and put up salmon and ship to all parts of the States and Europe, and they also salt and cure them in barrels, and export everywhere. Why, that country beats the world."

Mr. N.—"How about the climate?"

Mr. Hall—"Now Nixon, there is the beauty of this great country that has so many resources and advantages; the climate is the best in the world. Just perpetual spring every day in the year. It never gets cold. Why, at the Government signal station there it shows that for the last eleven years the lowest the mercury ever went was on the thirteenth, fourteenth, and fifteenth of January, 1888, when it got down to six, five and three degrees above zero, but it quickly went back to thirty-eight degrees, the average for the winter months. And in the hottest weather in summer it very rarely gets above eighty-five degrees, but averages sixty-seven degrees. And during the the spring months it averages fifty-two degrees, and during the autumn fifty-two degrees. Oh, it is the best climate anywhere."

Mr. N.—"But then don't it rain all the time?"

Mr. Hall—"Why bless your soul, no; it only rains ninety days out of the 365 days, and what kind of a rain is it? just like a mist or May shower. And recollect Nixon, this rain is distributed all through the year, but much more falls all through the winter

months. And sakes alive, would you not rather have a light gentle rain, with a soft, warm breeze, than to have snow storms with the mercury down to forty to fifty degrees below zero, and people and stock freezing to death. Yes sir, I will take the



THE SEATTLE POST-INTELLIGENCER BUILDING.



SEATTLE.—THE NEW ARMORY BUILDING.

gentle rain all the time. Then remember Nixon, out in that Puget Sound country, you are not scared to death every time a cloud comes up for fear it is one of those dreadful cyclones, like they have so often now east of the Rocky Mountains. Why bless your



THE NORTHWESTERN CRACKER CO.'S BUILDING.

soul Nixon, that is almost a garden of Eden. There has never been out there a blizzard, cyclone, hot wind, drouth or grasshoppers and other plagues. No sir, the people there can make money, live on the fat of the land and enjoy life. If a man from this country ever goes out there, you will never see him here any more; you bet he will stay there.

Mr. N.—"That settles it, I will plant my money in Seattle real estate right off and reap the great advance, but say, I can't go there now, tell me a reliable and responsible real estate firm to send my money to and what part of the city to invest in?"

Mr. Hall—"I can post you there, because I asked the hotel man, all the banks and all the leading business firms of Seattle, 'who was the best real estate agent for me to deal with and where was the best lots for me to buy.' And every single one told me to deal with Eshelman, Llewellyn & Co. because they were an old reliable firm of real estate and money brokers and not only a leading firm of Seattle but of the North Pacific coast, and that they will gladly give you the benefit of their experience in real estate and tell you where to buy. Yes I tell you Nixon, I found this true for I have already received an offer of over fifty per cent. profit on what I bought from them a few weeks ago. I tell you Nixon there is big money to be made in Seattle lots and I am going to send every dollar I can get to Eshelman, Llewellyn & Co. to plant in lots. I bought eighteen when there, but I want 100 if I can get them."

Mr. N.—"And so do I, and I will send them \$10,000 this day, but what is the population of Seattle, and have you got a printed description of that town?"

Mr. Hall—"Your head is level my friend, if you want to get rich. Why man alive! Seattle will be the big town of the Pacific by 1900. January, 1887, they had 12,000, January, 1888, over 16,000, now about 20,000 people with 25,000 people before the next year, and 40,000 at least, by 1890. Printed matter did you say, well, write to Eshelman, Llewellyn & Co., Seattle, Washington Territory, for printed matter. Why bless your soul, that enterprising firm is liberal, they spend \$25,000, a year advertising in pamphlets, books, monthlies, folding maps, etc., and every word I will endorse and that firm too, and they send these pamphlets all over the world free."

Mr. N.—"Well Seattle catches me, I will send this day \$10,000, to Eshelman, Llewellyn & Co. to

plant in Seattle lots and ask for printed matter. But by the way which is the best route to go there?"

Mr. Hall—"I came home via the Northern Pacific, Chicago, Milwaukee & St. Paul and Baltimore & Ohio and you can do no better; but if you want to go by Omaha you can then go via B. & O., C. M. & St. P. & Union Pacific and with either route you will be pleased. "Mr. N." good bye. "Mr. Hall" good bye.

RISEN!

Christ is risen! Easter morning dawns on Galilee's veiled plain,

Where the dew, like heavens mercy, sparkles on earth's sin and pain.

Christ is risen! His disciples seeking where their master's laid,

Hear the Angels' Easter greeting—"He is risen from the dead!"

Easter sunshine, resurrecting Nature from her icy grave

Hush the southwind's piteous moaning, tear-stained earth

thou came'st to save,

Easter sun, thou heavenly Angel, spread thy life infusing wing,

Wake our hearts, like hills and valleys, into blossomings

fit for Spring.

St. Paul, March 1888.

E. H.

WESTERN HUMOR.

Broken-Nosed Bill's Story.

A crowd of engineers and trainmen were unloading their weird tales to each other, fragments of which I could occasionally catch through the murky atmosphere of profanity surrounding them and the gentle frou-frou of tobacco juice as it smote upon the stove, and I thought at times that I perceived something resembling truth shining in their midst, but it appeared to me that if it was it had its hat all smashed in, its collar unbuttoned and jabbed up under its ears and certain parts of its red hose, which had come through its pants, waving out like a danger signal on the rear end of a caboose on a cold day. Presently a tall, angular individual, tottering under the sobriquet of Broken-Nosed Bill, smiled a sinister smile and said: "There was a monstrous pile of tramps on a road out West I was runnin on onst. They would get on the front of a baggage car, and on top of the coaches and everywhere, but they seemed mostly to take a fancy to ridin' in front of the cow catcher, where we couldn't see 'em good. We got so used to havin' them ride there that we would leave 'em alone. One night I saw one jump on at a station, and a few minutes afterwards, as we was rippin' along fifty or sixty miles an hour we struck a big bull and it rolled up on the cowcatcher, and we carried it two or three hundred yards before it dropped off. Then we stopped, and I turns to my fireman and says I, 'Jim, I wonder how that tramp feels now?' So I jumps down and goes around to the front of the engine, and what do you think I finds? Gentlemen, that durned tramp had milked the cow into his hat and was drinkin' it cool as you please, when I—"

"Hold on!" yelled the crowd, rising up as one man and catching hold of him, "you said it was a bull."

"Did I?" replied B. N. Bill, with a crestfallen air. "Well, I ain't surprised a bit; its just like me to go ahead and make a—fool mistake like that and spoil a good story. I acknowledge the corn."—*Arkansas Traveler*.

Sauce for the Goose is Sauce for the Gander.

"Darling," he said, lovingly, as no other man in the world could say it, "I don't like you to destroy your own beautiful complexion with paint and powder. And if you paint your face, I will paint mine."

"Why?" she asked, with panting lips. "Because," he said, more tenderly than ever, "you are mine. We belong to each other, and what is good for one is good for the other. We love each other, and must be like each other, and if you put paint on your cheeks this evening I will paint mine before we go to the theater."



LAKE WASHINGTON, NEAR SEATTLE.—[From a photo by Warner.]

"My own true love," she said, kissing him, "you are right; we must be like each other. I will not paint nor powder my face. And you just sit here by the fire a couple of minutes and I will run around to Dutch Jake's and spice my breath up with a dish of beer and a Chinese cigarette and we will be ready to go to the theater like a pair of engaged Siamese twins with American breaths." And William thought it all over, and told her to go and put on all the feminine fol de rols and crinkles she could find in the illustrated advertisements.

Railway Volapuk.

To him who, in the love of Nature, holds communion with the railway trains, she speaks in various lan-

guages. Sometimes she speaks through the conductor and says, briefly, "Tix," or "Fare." Sometimes the train butcher interprets for her and then she talks of books that nobody reads, and fruit that nobody eats, and things that nobody buys. Sometimes, again, the brakeman interprets, and then she voices her thoughts in a weird, mysterious patois, that sounds like something you never heard, and you learn when it is miles too late, that "Kyorditpnnn! Chair car fp Bdroomfld!" meant "Carrolton! Change cars for Bradford!" Again, she employs the hackman at the station, and he roars "Bus forrup town! Going ritup! Hack? Kavahack? kavahack? kavahack? Bus for Thamerica Nouse! Merchant Sotel! This sway for the Planter Souze!" And still again, the passengers hold converse with you, and one man asks you "Whyn't you gone to stop off at Enver?" which you understand to mean "Why are you not going to stop off at Denver?" And yet another begins his narrative "Devtell you 'bout the time," etc., which by interpretation is, "Did I ever tell you," etc. And so the way of the traveler is Polyglot.

The Judge Subdued.

A good story is related of Col. Sanders. The eminent Helena lawyer was once arguing a case before a certain judge who was more noted for his sound judgment and thorough knowledge of law than for his courtesy to lawyer or suitor. This judge grew impatient and said to the gallant colonel:

"Your point is perfectly understood by the court. Please make your argument as short as possible."

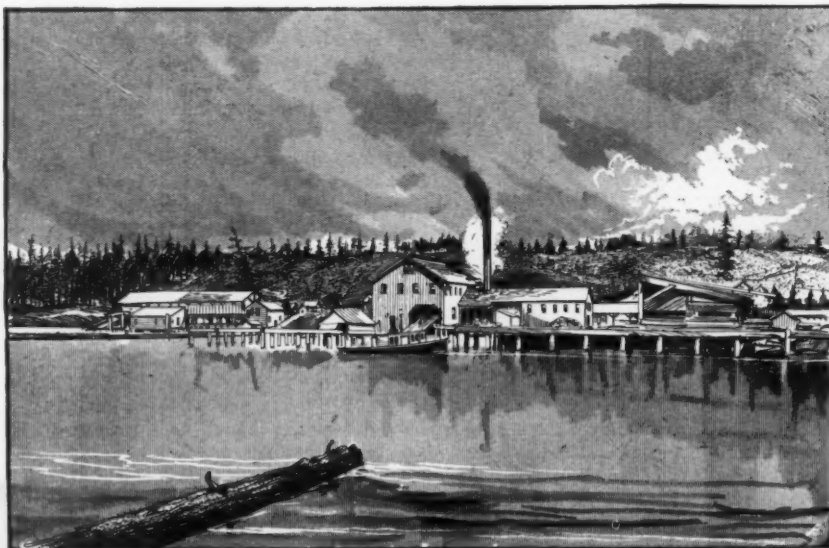
"I am making it as short as possible," smiled Sanders as he proceeded.

After a few minutes the judge interrupted him again, saying:

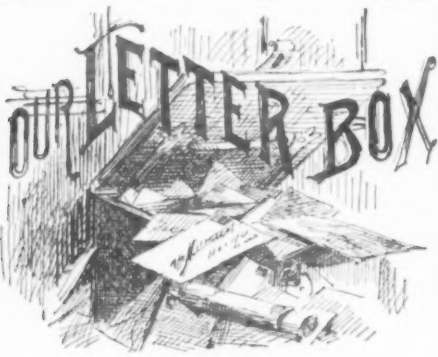
"You are taking too much time, colonel; we have many cases to hear, and I want you to understand that I am sitting here for the dispatch of business."

"I beg your pardon," said the cute vigilante lawyer, bowing low, "I thought, or rather foolishly imagined, your honor was sitting here to administer justice."

It is needless to add Sanders was allowed to proceed and gained his case.



THE WESTERN MILL CO.'S PLANT, ON LAKE UNION, NEAR SEATTLE.



The Chehalis Valley.

CHEHALIS, WASH. TER., Feb. 23, 1888.

To the Editor of *The Northwest Magazine*:

The year of 1888 promises to be a fruitful one for this Territory. I feel confident that the Chehalis region will, by its merits, attract its quota of the people who are desirous of locating in the land of plenty.

The writer has traveled extensively over the West, and is confident that for all practical purposes, the Chehalis region is at the head of the list. Timber, coal, rich agricultural land, and a mild climate give it a decided advantage over any section of the United States that I have traveled.

LOUIS E. LOMBARD.

Climate in Eastern Washington.

CHENEY, WASH. TER., Feb. 29th, 1888.

To the Editor of *The Northwest Magazine*:

For the benefit of those desiring information regarding the winter climate of this section, I will say that snow began to fall on the twenty-fourth day of December and the chinook began to blow on January 23d, cutting off the snow. There were four weeks when snow covered the ground, and one week of excessively cold weather in January, when the mercury fell from ten to twenty-two below, the coldest night the thermometer registered twenty-two below at midnight. Cheney is the highest point on the N. P. R. R. in Washington Territory, but is sheltered on two sides by timber.

The N. P. R. R. Company will shorten their line to Tacoma by 142 miles from the Palouse Section by crossing at Cheney and penetrating the Big Bend this summer which will make Cheney a railroad center and give it quite a send off.

W. F. HOOKER.

Timber Lands in Washington Territory.

EAST PORTLAND, Feb. 13th, 1888.

To the Editor of *The Northwest Magazine*:

In the January number of *THE NORTHWEST MAGAZINE*, I read your article on Anarchist Sparks and "The Mischief he did." It is true every word of it and "this reminds me" viz: that last year myself and another, an excellent man, an old soldier, who has a ranch near by, were asked by a citizen of Washington Territory to go on and carefully examine a piece of land in Cowlitz Co., Wash. Ter., for which he applied to purchase as timber land under the Act of Congress of 1878. The Register publishes that it is proposed to prove it is "more valuable for stone and timber than agricultural purposes."

I am a land surveyor, have helped to survey a great deal of the public domain and am also a photographer. Myself and the other man examined each subdivision very carefully, examined the soil and stone and the timber, and I made sixteen photographs of the timber, some of which I send herewith.

We found and so swore before the Register that the major portion of it was too gravelly and rocky for cultivation; that it was steep; that one half of it ran up on the side of a precipitous hill 800 feet high; and that it was covered by the most magnificent forest of Oregon Pine we ever saw. I think there was not less than twenty millions of feet of good merchantable Oregon Pine and Cedar on this 160 acres.

If you print these photographs you can give me authority for saying that this particular tract would average to the acre thirty large trees four feet in

diameter and one-hundred feet without limbs. Yet Mr. Austin, the Register and O'Kane the Receiver, backed by J. A. Munday, the Special Agent, found that this was not timber but agricultural land. An appeal being taken to Washington the Commissioner sustained the Register and Receiver.

The truth is, it was not merely that Sparks was a demagogue and knave, but he would have none under him but subservient tools. His rulings out here have caused hundreds of men to impoverish themselves and he has mixed up the titles to land so that lawyers will fatten on the litigation that is bound to take place for ten years to come.

O. C. YOCUM.

We have had an engraving made from one of Mr. Yocum's photographs. The others resemble it closely in showing the land to be covered with a thick growth of stately fir trees. To class such land as agricultural is simply to keep it in a wilderness condition indefinitely and to deprive lumbermen of a legitimate field for their enterprise.

Winter in Western Dakota.

DICKINSON, DAK., Feb. 7th, 1888.

To the Editor of *The Northwest Magazine*:

It is surprising to one living in this favored portion of Dakota to read of the terrible winter a few hundred miles southeast and south of us, and especially in Texas, where the mortality among stock is reported so great. From this standpoint, it looks like sensational exaggeration, when we, so far North see our farm stock as well as range cattle coming through the winter in fine condition.

In Eastern and Southern Dakota, as well as in Minnesota, Wisconsin, Iowa, Nebraska, Kansas, etc., the winter has undoubtedly been the most severe known, yet newspaper reports from the East, show they have fared no better, but even worse, with their chilling winds and lower degree of cold. Our past winter has been a little more severe than common, yet less severe than the preceding winter. We had an unusually cold storm in October, after which our land was in working order till the twenty-first of November, when we got a light snow; yet the grass was soon uncovered by thawing and wind so our farm stock had good grazing up to the thirtieth of January when snow storms and cold winter weather commenced. Thanksgiving, Christmas and New Years were fine pleasant days, and during the terrible storm of the twenty-first of December which caused so much suffering and loss of life from Kansas to Texas, we had good weather for out-door work which continued to January 3d. During December I got about twelve tons of coal from a neighbors coal vein two and one-half miles below me for my year's supply of fuel, and hauled two loads of wood for kindling and summer use. I hauled and secured my corn fodder and did much other out door work. I hauled one load of coal from Mr. Riley's vein, six miles south of me on Heart River, which is of the same good quality as the Lehigh mine near it. I got that load for a trial which I will notice later.

Our cold weather, with frequent light snow falls gradually increased from the third to the twelfth of January with wind enough to keep the snow thin on level ground and deposit most of it in drifts. About two A. M. of the twelfth the wind raised to a gale and continued strong for fourteen hours, when it grew much lighter. It was the most severe day known here, yet no serious freezing of people or stock has come to my notice in this county. The temperature by my thermometer was thirty degrees below zero at daylight and continued twenty degrees below all day. One of my neighbors had his thermometer on the west side of his house exposed to the wind, where it registered thirty-five degrees below. So much for our coldest day; yet some sensational writers report the cold much lower, and east of us 115 miles, at Bismarck, the temperature and storm was reported much worse. After the twelfth the weather gradually grew milder. The twenty-fourth and twenty-fifth it was thawing finely in the sun and the twenty-sixth we got our mild chinook, which with the hot rays of the sun quickly

melted the snow and thawed the ground. The twenty-seventh a neighbor in crossing one of my Alfalfa fields picked a young green sprig which the hot sun had found to start and on close examination we found it starting finely, fresh and green. On the last day of January my near neighbor drove a likely pair of young oxen to town that were panting from heat both going and returning, and I harrowed one field on that day, which was sufficiently thawed to be in order for the harrow except where a small snow drift remained. Most of our grass on Green River has been uncovered since January 26th and farm stock is out grazing.

The second of this month our January thaw received a check, yet it has thawed a little since. The weather is now clearing up with promise of our usually mild February weather. All this may seem incredible to Eastern editors who seem determined to misrepresent this favored portion of Dakota and class it with all the balance of this vast Territory with the North pole climate.

It is very rare in this northwestern portion of the Territory to get very strong winds on cold days which are usually clear, calm and pleasant for out-door work. There will probably be not to exceed thirty days this winter when stock cannot graze on rich grass with comfort. People here who cannot make judicious preparations for winter, should have no fear of its rigors. On the contrary, most of the weather of our ordinary winters is enjoyable for out-door exercise. Our inexhaustible supply of excellent fuel cannot be too highly praised. There is a wide diversity in quality in the numerous veins now being used, which ranges from a very light to a firm heavy quality of lignite. The lightest, ignites nearly as quickly as wood, and burns out quickly, yet is excellent for summer use. Veins twelve to twenty feet thick which are covered with thirty or more feet of earth are usually solid and firm and free from dirt, while those near the surface are usually light and often half dirt and dust.

The Jamestown people must be unfortunate in their Sims coal for winter fuel (although I think it a deep vein) and they had better try some of our (Stark Co.) Lehigh coal, which is firm and solid. I have been testing my coal this winter. It is from a six foot vein—a medium light coal. Through December it took one bushel per day in a number eight cook stove to warm two rooms—each room in size is 12½x12½ feet. From January third to the twenty-fourth we used from one to two and one-half bushels to keep a fire night and day. February the average was less than two bushels. For three of the coldest days, we used the Riley coal which took one and one-half bushels to one night and day. We empty the ash pan for each bushel of coal burned and it does not take three men to run the heating business. While I know no difficulty in keeping the stove red in the coldest weather and often had to close the dampers in both stove and pipe to keep from over heating. The coal I am using will probably take thirty to thirty-five bushels for a ton and when a ton will last in common weather a month and it costs but four hours work to dig and haul it two and one-half miles, I think we may consider ourselves in good luck for fuel.

Spring work commences here, two to four weeks earlier than in some portions of the Territory. The chinook wind from the Pacific Coast has much to do with our early spring. Our ground is in good order for work from the middle to the last of March on upland and sometimes much earlier.

S. PELTON.

Not a Desirable Locality.

Stranger (to Nevada citizen)—"I think of locating here in business, and will probably want to invest in some real estate. Is the town healthful?"

Citizen—"Healthful? Why, Stranger, the last death that occurred in this town was over a year ago, and that wouldn't have happened if he hadn't called a Bitter Creek man a liar. Let me take you around and show you a corner lot."

Stranger—"No, I guess not. I'm an undertaker, and have got a family to support."



"WASHINGTON TERRITORY TIMBER LANDS."—A VIEW ON THE LAND CLASSED BY EX-LAND COMMISSIONER SPARKS' SPECIAL AGENT MUNDAY AS "AGRICULTURAL, NOT TIMBER LAND."—[From a photo by Yocum.

WASHINGTON TERRITORY SKETCHES.

In Winter Woods.

Not in the leafless parks and boulevards of the city will we walk this bright February morning, neither in any body's ten acre "wood lot." The snow is still too deep in the "sugar bushes" of Vermont and Michigan. Next month will be time enough to visit our cousins in the maple groves, when the sap is drizzling into a thousand buckets; when the sugar house in the woods, and the dwelling at the other end of the farm are redolent all day and every day, of Nature's own ambrosia. Then will we peel the smooth beechen stick, and thrusting it into the seething nectar, gnaw off the delicious, waxen incrustation at our leisure.

To-day, however, we are in a mood for wider range, and wilder scenes, and our tramp shall be through the virgin forest which surrounds a mining camp in the mountains of Washington Territory.

Take a shot gun with you, whether you are man, woman or child. There are great possibilities in the way of game, in the woods, and besides, not to be a good shot is to be an object of mild contempt to old and young. The wives and daughters of the resident miners are, many of them, enthusiastic sportsmen, (if the term is allowable) and some of the ladies who accompany their husbands into the camp for the summer are quick to catch this popular accomplishment. Great stories are told in camp, of their exploits in shooting,

skinning and stuffing the furred and feathered denizens of the forests to ornament their city homes. Some even receive the benefit of a course of lectures from some aboriginal master of the savage arts, and become experts in the manufacture of robes, rugs, caps, gloves and shoes, the mounting of heads, and polishing of horns and antlers.

But we must catch our game before we skin it, so take your shot gun, or perhaps your rifle, in hopes of nobler prey.

The morning is crisp and clear. Long trails of mist, white as locks of wool, lie tangled and motionless in the tree tops, along the base of the mountains, where the sun does not yet penetrate; but elsewhere, all is sunshine. The snow is firm beneath our feet; the dogs leave no foot prints, as they frolic ahead.

The feeble sounds of the little town are soon lost to our ears. Ten minutes walk from the principal thoroughfare takes us into a wilderness of gigantic evergreens, bearing no suggestion of the proximity of man.

Ah! but here is freedom, and joy of rugged health, and vigorous life. The rare atmosphere of these high altitudes stimulates one, like a draught of ammonia. The warm sunlight diffuses a sweet, balsamic odor from the pines and cedars. Is it possible that such spectres as fatigue and weakness, disease and suffering lurk anywhere on earth, when every breath of this enchanted ether fills us with keen delight, and

a tingling surplus of energy, which prompts us to childlike feats of gratuitous exertion?

Laying fancy's robe aside, and donning the spotless ermine of truth, it may be asserted that the consumptive who climbs to the chinook-swept timber line of Washington Territory leaves disease behind him. There is something little short of magic in the healing fluid which here brings back the tide of life to the failing body. There wasting fevers are unknown, and all the host of vampires which fasten upon the minds and bodies of mortals, here let go their hold, and fly back to their haunts in the valleys.

Ah! here is the river. How clear! how green, in the sunlight, looks its impetuous current; falling over gray rocks, dashing among fallen trunks, rushing eagerly down to the town, to turn the wheels of prospective mills and factories, and become the "exhaustless water-power" of the advertising circulars.

Our artist friend is hastily sketching the scene, and the figure of a squaw, who stands, wrapped in a red blanket, on the other bank, Ha! she has landed a trout—a three pounder, or I'm a gudgeon—yet she betrays no emotion, save a stolid disdain at our shouts of exultation. She picks up her pappoose, hangs it over her back, takes up a string of fish which would cause the heart of a professional sportsman to burst with delight, and disappears in the forest. We will bring our fishing tackle to this very spot to-morrow, with some misgivings, however, as it takes an Indian to catch trout at this season.

Let us plunge through this low growth of bushes, where some of last year's seeds and berries still hang on the stems. Whist! the dogs are pointing! Ah! there they are! Whirr-r! Bang! bang! bang! Into the tops of those low firs they flew. Bang! bang! as long as we can see any, then gather up the victims. Three—five—seven grouse, pretty good!

There is another place a mile or so up the river where we may get a shot at the pheasants. We will leave the river and follow the road through the timber.

The woods are vocal with merry sounds. Woodpeckers are plying their noisy trade on the wormy trunks. Flocks of magpie's sail over our heads, and chatter and giggle in the tree-tops. Joyous chickadees warble and whistle in our very faces, with the confiding trust of

perfect wildness, which has something touching about it.

There are signs of birds, but hark! those rapid shots tell us that other hunters are abroad. We will leave this trail and go home by another path.

Yonder comes a party of miners, with implements and pack-horses, and we learn that spring work has begun on the "Crow's Nest" on the "Argentine."

There is a bloody trail; here a miniature battlefield. Why! this is where they killed the deer which was brought into camp yesterday, and which furnished the juicy steak we devoured at breakfast. Inspiring thought! the haunch is even now browning, and the gravy simmering for dinner. Who wants any more birds anyhow? This is the nearest route for home.

The sudden exhaustion of hunger overtakes us, and we hurry, with trembling limbs toward camp, talking only of such vital matters as venison, coffee and beans; yet the artist darts aside to gather a glossy spray of the mingled scarlet and green, and brown-red leaves of the evergreen Oregon grape, or to break some peculiarly graceful boughs of cedar, with a blushing apology about sketching them. Clumsy prevaricator! Do we not all know who will wear that knot of burnished leaves at dinner! and what deft brown fingers will arrange the feathery cedar in a certain great vase for the mantel?

Oh! not to mind and body only does the breath of good mother Nature bear life and vigor. Nowhere

else does romance, the gorgeous crimson blossom of the heart, unfold with more tropical wealth of bloom and fragrance than against the somber background of these mountain forests.

Chevelah, W. T.

TIMOTHY.

SEATTLE, LAKE SHORE & EASTERN RAILROAD.

This railroad is a Seattle institution in which every public spirited citizen of the place feels a warm interest. It has already proven of marked benefit to the city and to its building is due in large part the new activity so manifest during the past year in all lines of Seattle's business and growth. The company was incorporated in 1885 for the avowed purpose of building a road from Seattle over the Snoqualmie Pass, in the Cascade Mountains, and thence by lines diverging in the Yakima Valley to Walla Walla and Spokane Falls. Its charter carries it to almost any point on the eastern boundary of Washington Territory to which it may see fit to build. At present not much is said about the Walla Walla road, but Spokane Falls appears to be steadily kept in view as the eastern terminous, with the possibility of a branch, by way of Colfax, penetrating the Clear Water country in Eastern Idaho. The active movers in the enterprise were, at the start, Daniel H. Gilman, J. R. McDonald, John Leary, Dr. Minor and Judge Burke, all of Seattle. Recently a syndicate of New York capitalists has been enlisted in the enterprise and is furnishing money to carry it on. Construction on the road began in January, 1887, and about forty miles were built last year. Contracts have been laid for a section of forty miles more, which will carry the line to the summit of the Snoqualmie Pass and will enable it to reach the great Snoqualmie hop district and the iron mines in the Pass. It is not probable that any work will be done east of the mountains this year, although there are reports that grading westward from Spokane Falls will be begun this coming summer. The road will be carried over the Snoqualmie Pass without a tunnel, but high grades will be necessary, the maximum being one hundred and seventy feet to the mile. Surveys are now being made in the Yakima Valley and in the Big Bend country. The most available route appears to be down the valley as far as North Yakima, paralleling the North Pacific road, thence eastward to the Columbia at Priests Rapids, and thence northeasterly into the Big Bend country, east of the Grand Coulee, and so on to Spokane Falls.

The completed road runs three miles northward from Seattle on piles driven in the bay and then by a winding route eastward follows the shores of Lake Union and Lake Washington to Squak Lake. At West Coast Junction, twenty-five miles from Seattle, the line of the Seattle & West Coast Railroad diverges. This road, on which fourteen miles of grading, terminating at Snohomish City, has already been completed, has recently been absorbed by the Seattle, Lake Shore & Eastern Company. It will form a branch of the latter company's main line and will be built this year in a northerly direction to the British Columbia boundary, a distance of one hundred and ten miles from the junction. At the boundary it will connect with an eastern road from New Westminster which will probably be operated by the Canadian Pacific. It will be seen that this enterprise contemplates giving the Canadian Pacific an entrance to Seattle by a line of about one hundred and fifty miles long from that company's road at New Westminster.

At the present terminus of the Seattle, Lake Shore & Eastern company's main line are located the Gilman coal mines, on Squak Lake, which are known to contain over ten million tons of coal. Shipments of this coal began on the 19th of March. In quality it

resembles that of the Newcastle mines, the veins being the same but the coal is somewhat stronger and harder. The company is now erecting coal docks and bunkers on Elliott's Bay, three miles north of Seattle. The coal will be transferred from the trains to the vessels by a new invention, consisting of a hoisting apparatus which lifts a ten ton box from a flat car, swings it over the ship and lowers it to the hatchway where it is dumped. This largely prevents the breaking and pulverizing of the soft coal which takes place in the old method of handling by chutes. The present officers of the railroad are J. R. McDonald, President; D. H. Gilman, Vice-President; W. R. Thornell, Manager; George A. Lyon, Secretary; F. H. Osgood, Treasurer and T. W. Hoyt, Jr., Assistant Secretary. All reside in Seattle except the assistant secretary, whose office is in New York.



SNOQUALMIE FALLS, W. T.—[From a painting by Begg.]

The road is already doing a good business in the handling of logs, lumber, coal and country products. When it reaches the iron mines next summer a new and important source of traffic will be opened. Independent of the plans of the company for extension into Eastern Washington, the road will be a well paying local line. It runs close to Snoqualmie Falls, an engraving of which we give on this page. This is one of the most beautiful cataracts in the world, having a height of about two hundred and eighty feet. There will unquestionably be a large tourist travel to this magnificent waterfall after the road reaches it. In the Upper Snoqualmie Valley the road will reach the largest hop ranch on the Pacific Coast.

WASHINGTON TERRITORY FRUIT.

"It is a great fruit country!"

The speaker was Marshall Seaks, and as he made this remark he deposited several apples on the editor's desk in the sanctum sanctorum of the *Northwest Trade*. The apples measured about fifteen inches in circumference and weighed a pound and a half each.

"Just before leaving my home in Walla Walla, Washington Territory," he continued, "I went into my orchard and picked them up. They are not rare specimens—not at all. You can find equally as large anywhere."

"How do they compare in quality with fruit grown in the States?"

"Many varieties, especially our fall and winter apples, are as fine flavored as any I have ever seen."

"What other kinds of fruit are grown in this garden of Eden?"

"Almost every variety. Peaches (you never saw such peaches), pears (large and fine) plums (a hundred varieties, I should say), apricots, cherries, straw berries and other small fruits and grapes—well, it is an everyday occurrence to find out bunches of grapes that will weigh five pounds. You remember the biblical story about the spies that went into a certain country to learn its resources and returned with glowing accounts of the richness of its products. That country could not surpass Washington Territory in growing fruit. I'll assure you the fruits all run large and the trees and vines are most prolific. Pear trees bear abundantly three years after being set out, and the branches being so heavily burdened that props have to be set under them."

"Does the climate resemble that of Oregon?"

"It is not as moist on the side of the Cascade Range next to the coast, being very dry except during the rainy season. On the other side of the Cascades there is much more moisture."

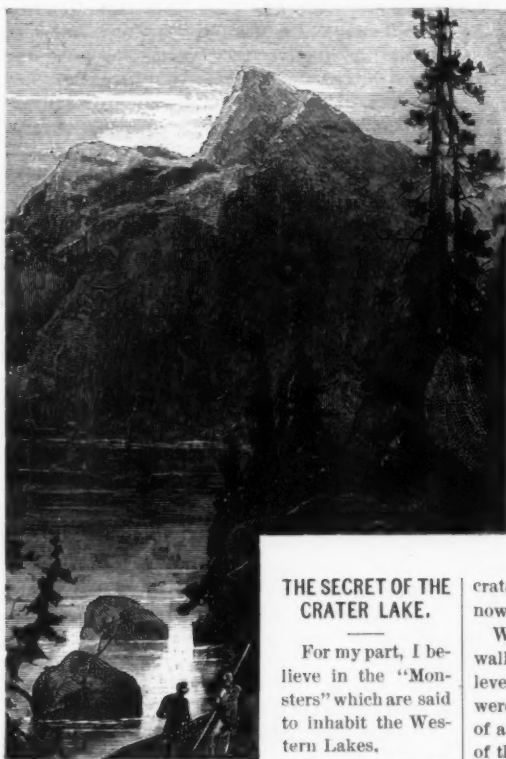
"Do they ship out much of this fruit?"

"No. I will tell you why. It is a short story—simply this, that the freight rates are too high. Some fruit is shipped to Helena and the Yellowstone, but the rates are too high to justify that even. As a consequence our fruit for the most part drops to the ground and is left to rot there. Too bad? Certainly! Until we get better transportation facilities we will have to submit to it."—*Northwest Trade*.

PUGET SOUND COMMERCE.

During the year 1887, there were exported from Puget Sound seven hundred and forty-two cargoes, one-third each from Seattle and Tacoma, and the other third from seven other ports, where large saw mills are located. Four cargoes of wheat were sent from Tacoma, and one hundred and thirteen cargoes of lumber from various ports to foreign countries on both sides of the Pacific, valued at \$1,003,186.00. Three hundred and seventy-seven cargoes of lumber were shipped to American ports, valued at \$3,349,957.00. Coal cargoes numbered two hundred and fifty-one, and were valued at \$2,602,600.00, all going coastwise. Oats and other produce to the value of \$1,364,322.00 were shipped to San Francisco, and merchandise to the amount of \$1,000,000.00 was sent to Alaska. The total value of Puget Sound exports by sea was \$12,820,513, an increase of fifty per cent. upon the shipments of the previous year.

The new game called "Editor's Delight," says an exchange, is played in this wise: Take a sheet of ordinary writing paper, fold it up carefully and enclose a postal note sufficiently large to pay for one year's subscription. And what adds immensely to the pleasure of the game is to send along the name of a new subscriber or two, accompanied by cash.



THE SECRET OF THE CRATER LAKE.

For my part, I believe in the "Monsters" which are said to inhabit the Western Lakes.

You know perhaps, that nearly every lake of any considerable size in the West has its Monster,—in some cases it is a land-locked sea-serpent; in others some great thing of the seal tribe; in others again a gigantic Saurian or a Leviathan among fishes. But nearly every large piece of water has its traditional monster, its *pieuvre*, however vaguely defined; and some of them seem to be well authenticated. The "beast" which dwells in Lake Kampeska, in Dakota has been sworn to by "prominent citizens" of Watertown who have surprised it sunning itself on the banks. Devil's Lake, too, boasts its mysterious "thing;" while the monster of Utah Lake is vouched for under oath by some of the most respected members of the Mormon church.

And as I say, I believe in them all. When you have read this, you, I fancy, will believe in them too.

It was in the summer of 1884—on the nineteenth day of July—that I had the fortune (good or evil as you will) to share with James Grahame the honor of discovering what is probably the largest Crater Lake in the North American Continent. But first let me say a word or two about Grahame.

It was in the Cœur d'Alene mining region that I met him, (in the early days of the gold craze,) whither he, like myself, had been drawn, partly by curiosity to see the life of a new mining camp and, partly, with some vague idea of making a sudden fortune. Grahame never did any mining, but soon established himself as one of the best known and most popular men in camp. "Sunny Jim" was the name that he went by; and, from his brightness of disposition and eternal good nature, the *sobriquet* was appropriate enough.

When the first novelty of the strange whiskey-drinking, card-playing, revolver-using life had worn off, Grahame and myself used to make frequent trips into the mountains, going where no man had been before and forcing our way, blankets on back and rifle on shoulder, through the dense brush on the mountain sides up to the open summits of the higher peaks of the Bitter Roots. It was on one of these trips that we discovered "God's Goblet,"—as Grahame at once christened the lovely lake. The "Devil's Drinking Cup," would have been a better name.

There are many of these crater lakes in the Bitter Root Range; but none that I saw could compare in majesty with this.

Some seventy miles southeast of the town of Murray, the centre of the mining region, rises, almost

exactly on the border line of Montana and Idaho, the highest point of the Bitter Root Mountains. We had several times seen the stately peak from a distance, and at last planned a trip to its summit. From the valleys and lower hill-tops this mountain looked just like its lower sisters of the range,—a bare grey cap rising above the timber line, showing a rounded surface of barren crag and sand with patches of snow clinging, even in July, to its more sheltered slopes. But when we reached the summit, on the evening of our fourth day out from Murray (the peak was about 8,000 feet high) we found that, in truth, there was no peak at all, only the thin, rocky shell of an extinct crater, the rim of which stood clearly out all round against the sky, and with the walls falling, as we stood on the edge, almost perpendicularly down below our feet. The great amphitheatre was almost circular—perhaps a third of a mile in diameter—and filled to within three hundred feet of the rim with a level sheet of the clearest steel-blue water.

But the general characteristics of all crater lakes are much alike; and it is not my purpose now to describe this one.

With some difficulty we clambered down the craggy walls to the water's edge, and succeeded in finding a level space large enough for camping purposes, and were soon smoking our after supper pipes by the side of a roaring fire of brush and drift-wood,—branches of the scrub-pines which somehow managed to keep a foothold in the sheltered sides of the steep mountain walls around us. Intensely, solemnly still it was there in the heart of the old burnt-out mountain;—not a sound but the crackling of our fire and the occasional "chr-r-r" of a startled squirrel, the whistle of a deer or the queer, plaintive cry of a mountain goat from the cliffs above us.

In the morning when we awoke, the crater was a bowl of pearl-grey mist. From the sky above us we could see that the sun was just up; but under the shadow of the rocky walls the water lay still and cold and grey with the further shore invisible behind the mist.

It was Grahame who proposed a swim:—and I thank Heaven for that!

Indeed, the water looked so abominably cold that it was with some reluctance that I agreed to join him in a morning dip. Then it was I who was first into the water,—diving in immediately opposite to where we had camped and then swimming some thirty yards or so to the left, keeping close to the edge of the lake.

Meanwhile Grahame had stripped and picked his way over the rocks round to the right to where a log, jutting out into the water, offered an inviting diving board; so that, when I climbed out of the water, he was some seventy yards distant from me just preparing to dive. For a few seconds he stood upright and looking very white in the dim morning air, and then plunged headlong into the water.

I saw him rise and commence striking out for the middle of the lake with a quick, overhand, racing stroke. He was a magnificent swimmer and at each stroke his white left arm cut a wide, sweeping arc through the air above his head.

What undefined presentiment was it that made me so uneasy as I watched him? I had no fear that he was unable to swim the distance across the lake, and certainly the water was smooth and peaceable enough. But I was uneasy, and forgot all the coldness of the air on my dripping body as I stood and watched the regular rythmical swing of that white arm.

The mist had lifted a little now and I could see his motions fairly, clearly. How intensely still everything was! and how small he looked, out in the middle of the water! The ripple which his movements made on the surface seemed to die away within a few feet of him, and the whole lake lay sombre and leaden—looking heavier than water—without motion of any kind; still as it had lain there for ages without

human eye to see it, unbroken by the rise of fish or the motion of a boat; still as it doubtless lies to-day and will lie, undisturbed beneath its walls of crag, for ages to come. As I stood there the silence, the solemnity, of it, was almost overpowering, and, somehow, it seemed impious in us to be disturbing the eternal, unbroken stillness of the mysterious water.

Grahame had now nearly reached the centre of the lake, and was changing his course so as to head almost directly for where I stood. The sweep of the arm, as I saw it, was no longer lateral; but edgeways towards me.

Suddenly,—what was it? I thought I saw a larger motion in the water than the small ripple that he made. Nothing broke the surface, however, and I thought I must have been mistaken. No! again I saw the surface of the water round him sway,—heaving with a restless motion as if from the movement of some large body below. But apparently Grahame saw or felt nothing.

Yes; he has changed his stroke. The white arm no longer cuts the air. He is swimming on his breast, and I see his chest and shoulders rise clear of the surface for a moment as if the swimmer were pausing to look around him.

I am intensely excited—stirred with some undefined terror of something though I know not what; when, of a sudden—how am I to tell it?

There was really nothing to tell. I saw that vague movement of the water again,—more violent now and evidently close around the swimmer. Of a sudden he stopped, and I saw him throw himself out of the water almost to his waist, his hands above his head,—and then the awful thing happened.

Distinctly between the swimmer and myself I saw the great grey thing lift itself,—of what shape I could not say. It had no head nor limb that I could see,—rather it looked like the single coil of some huge body that kept itself below the surface. Only for a second it rose and threw itself over the doomed man's head and shoulder, and as it closed on him such a shriek went up from his lips as I pray to God that I may never hear again. Then the grey form sank below the surface again, and with it, or under it sank the man.

It was all over, as in a flash. The awful death-shriek was yet echoing among the hollow, rocky walls. For a time the waters quaked and shook with the same hidden motion. Then they settled down, and the eternal stillness was on the lake again.

For a long time I stood and gazed, too horror-stricken to move or speak. There was no blood on the surface; no more movement of the sullen water. Light flakes of mist were still curling up into the morning air. The sun was gilding the edges of the stony walls against the sky. And I was alone by the lake's edge.

All that day and the next and part of the next I stayed there with a vague, hopeless hope of something turning up. But not a ripple broke the surface of the water by day or night.

I did not dare to go back to camp with the news of the death of Sunny Jim; but struck across the mountains to the railroad, a hundred miles away, and nearly starved before I reached it.

In camp they doubtless thought that Grahame and I had died, as many before us had done, up among the mountains, by land-slide, by bears or by losing our way. I have sent no word and received no news from the town of Murray since.

Now a prosperous city has arisen where the struggling, mining camp was then; and there may be among the citizens who have been there since the early days those who remember Sunny Jim, and who will now first learn of the manner of his death.

Perhaps others have visited "God's Goblet" since that day. Perhaps when this history is read, parties will go up from Murray or Eagle City and try to fathom the dreadful secret of the Crater Lake.

But you will understand now why it is that I believe in the Monsters of the western inland waters.

HARRY P. ROBINSON.

BURTON'S PRAIRIE BELLE.

Have you ever read the story or heard anybody tell
Of how once the cup was run and won by Burton's Prairie
Belle.
A little, scrawny chestnut mare with a golden tail and
mane,
That when'er she cut the sunshine thro' seemed banner-
ets o' flame?
Oh, a gamer race was never run—I'm willing now to
swear
That there never was so game a boss nor half so game a
mare.
It was on a Southern race track and nigh twenty years
ago;
It was drawing close on to winter and the air was full of
snow;
I had a boss called Eagle, a big, powerful lookin' gray,
That was raised in old Kentucky and was bred to run and
stay;
It cost me a cool two thousand just to enter for the cup,
But I thought my boss could win it and I put my money
up.
There were six that faced the starter and the night a
comin' on.
They were at the post a moment, in another they were
gone;
My gray boss went out and took the track; he set so fast
a pace
He had that field o' six strung out in the first mile o' the
race;
He led them by three open lengths when they galloped by
the stand,
An' next him came Burton's chestnut mare, both runnin'
well in hand.
The second time they passed the stand my gray was lead-
in' still,
It seemed like he ought to leave the mare just at his jock-
ey's will.
They had run two miles already then and still had two
to go,
I caught the flash o' my scarlet sash—a fire-fly's signal
glow.
I felt the hush of the multitude, then heard somebody
yell:
"My God, the chestnut's collared the bay—see Burton's
Prairie Belle!"
The tale was true—a mile to go—they was racin' side by
side
To music made by whip and spur, a measurin' stride for
stride,
They sped away 'round the lower turn and down the back
stretch flew,
They looked from the stand a single boss—you'd never
dreamed o' two.
I felt the cold sweat running down my back like drops 'o
rain
A sixteenth out she faltered a bit, then gamely came
again.
The gray was straining every nerve, but Burton's mare
was game;
Three times she seemed a giving it up, then came with a
rush again.
The air was full o' men's flyin' hats, cheers flew about like
hail,
The mare was coming along outside, my gray boss next
the rail.
In the last few strides she forged ahead, then staggrin'
lurched and fell;
Dead under the wire—a winner, too, lay Burton's Prairie
Belle.

THANKS IN OLD AGE.

Thanks in old age—thanks ere I go,
For health, the midday sun, the impalpable air, for life,
mere life,
For precious, ever-lingering memories (of you, my mother
dear,—you, father—you, brothers, sisters, friends),
For all my days—not those of peace alone—the days of
war the same,
For gentle words, caresses, gifts from foreign lands,
For shelter, wine and meat—for sweet appreciation,
(You distant, dim unknown—or young or old—countless,
unspecified, beloved,
We never meet, and ne'er shall meet—and yet our souls
embrace, long, close and long);
For beings, groups, love, deeds, words, books—for colors,
forms,
For all the brave strong men—devoted hardy men—who've
forward sprang in freedom's help, all years, all lands.
For braver, stronger, more devoted men—a special laurel
ere I go to life's war's chosen ones,
The cannoners of song and thought—the great artillery-
men—the foremost leaders, captains of the soul;
As soldier from an ended war returned—as traveler out
of myriads, to the long procession retrospective,
Thanks—joyful thanks!—a soldier's, traveler's thanks!
Camden, N. J. WALT WHITMAN.



Country Remedies.

When the busy practitioner, the overworked busi-
ness man, or the worn-out journalist finds himself
completely out of order, his muscles unnerved and
his nerves unstrung, his digestion upset and his
glands running away with him, let him take a sleep-
ing car and go into the far country. He will then
find his mother or his aunt, or somebody else's
mother or aunt; this is the person to cure him. The
remedies of the motherly person are as follows:

Rhubarb, Soda, Peppermint, Catnip, Camphor,
Licorice, Wormwood, Ginger, "Composition," Sweet
Oil, *Fresh Air*, *Cheerfulness*, *Exercise*, *Rest*, *Fruit*
and *Cider*, *Ammonia*, *Fresh Calamus*, *Fresh Winter-*
greens, *Wild Cherry*, *Elderberry Wine*, *Milk* and
Cream.

Is not this excellent? Can not such a regime be
systematized and employed by the regular profession
in proper cases?

The Corset.

Ella Wheeler Wilcox says: "I believe the corset
is ruinous to the real beauty of the female figure and
to the health of women. All the long defences of it
ever written, all the dissertations on the 'support'
it gives the wearer, all the certificates of perfectly
healthy and 'long-lived' women who have been
brought up from the cradle in stays, will never con-
vince any sensible being. Anything which com-
presses the waist, anything which prevents deep
respiration, anything which does not permit us to
leap, run, fence, swim or practice gymnastics with-
out extra fatigue, must be injurious. To be ab-
solutely comfortably attired for walking, climbing
stairs and riding, the waist ought not to have even
the restriction of a whalebone, there ought to be no
awkward tournure to lean back against, and the
skirt should only reach to the tops of the boots." And
she naively adds: "Yet we would sooner venture
alone into the jungles of Africa than walk down
Broadway attired in this manner."

Making a Palate.

A remarkable surgical operation has been per-
formed on a son of James Murphy, of Joliet, by Dr.
Harris of this city. The young man is now about
eighteen years of age and is a stout, healthy looking
fellow. He was born without a palate, or more
strictly speaking with a divided palate, it being in
two small parts. As the boy was situated he could
not speak plain enough for a stranger to understand
him. Dr. Harris took up his case and after cutting
away the useless parts of the old palate carved out a
new one from the fleshy tissues and skin in the back
part of his mouth, secured it in position with six or
seven stitches and now after two or three weeks of
healing the new palate does its work so well that the
boy speaks clearly and distinctly and with no more
difficulty than might be expected from one who was
so lately almost a mute. This surgical labor took over
five hours. Drs. Cameron, Emerson, assisted Dr.
Harris in the operation. It is hard to say who is most
pleased and proud of the success of the operation; the
boy, the family, or the doctor, but they all have good
reason for it.—*Femina (Dak.) Pioneer Express*.

The Nose.

"The nose," says the *St. James Gazette*, "is, if we
are to believe M. le Bec, a French savant, gradually
losing its power to discharge its traditional function
in the case of the civilized people; and when the
sense of smell has vanishes altogether, as will infall-
ibly be the case one day, he tells us, the organ itself
is bound to follow its example sooner or later. It is

no doubt the fact, as he points out, that the olfactory
sense is ever so much keener in the savage than in the
civilized man, and it is reasonable to conclude that
the more we progress in civilization the duller the
sense will grow. Its complete extinction, M. le Bec
assures us, is a mere question of time, and it is cer-
tain that nature never conserves useless organs.
When the nose loses its power of smelling, the nose
'must go.' Civilization is gradually making us bald
(about that there can be no doubt whatever), and it
will be a heavy price to pay for it if we are to lose
our noses as well as our hair. If this ever happens,
the civilized world will, for one thing, have to revise
its standard of comeliness. It may be that the civil-
ized man of the future will see no beauty in Greek
statue unless it has lost its nose, which, it is true,
is the case with most of them."

Adam and His Madame.

Men are more enthusiastic and ready to espouse
the cause of women than her sister women are.

Women, when their interest is finally won, are
more lasting in their friendships.

There is an instinctive rivalry between women
which, until it is overcome by the bonds of sympathy,
is a bar to true, unselfish friendship.

There is an instinctive attraction between men and
women which is a bar to safe and unselfish friendship.

Men expect more in return for their favors than
women do.

Men are far more agreeable to approach in any
matter requiring courtesy and politeness.

Women are far safer and more reliable friends in
the long run.

The friendship of men noticeably decreases after a
woman marries.

The friendship of women noticeably strengthens
after a woman marries.

A good and efficient man is a better friend and
adviser than a weak woman.

A good and efficient woman is a better friend and
adviser than a weak man.

There is no rule which governs the matter.—*Cin-*
cinnati Enquirer.

The Nervous American Temperament.

We are emphatically a people of nerves. Visitors
from other lands are astonished at the fierce activity
that pervades our most insignificant actions but they
themselves speedily contract restlessness and no
longer marvel at wonderful developments of inven-
tion and speed of practical application. A portion
of this great energy is doubtless due to American
climate, which teaches in a vigorous and obtrusive
manner, that quiet and rest do not form part of nat-
ural law in this country, but it is far more a result of
our newness, our youth in the family of nations.
Scarcely out of the swaddling clothes of history, we
are called upon to stand up fairly in competition with
a thousand years of past, and show the old fogies a
new thing or two. And we have done it, are doing
it now and apparently have shouldered a contract to
keep in the lead for all time to come. What with
new instruments of annihilation of time and distance,
limited express trains across the continent and un-
limited chances for express speed in dissipation, and
American temperance has already grown to be one of
great delicacy of nerve. Our children, at an age
when their contemporaries in other lands are still at
school, relegate the "old folk" to the rear; and fath-
ers opinion is voted as "good, of course, but belongs
to a past period." Yet, in all this mad speed, there
is reason. It does not follow that we live shorter
lives than elsewhere, even in length of years; that is
not the case. We are not less capable of keen appre-
ciation of good things, when once they are introduced
to us; on the contrary, we are apt to see beauty and
say so, too, when not even a glance of pleasure shows
that our slower neighbor has noticed it. But, from a
medical point of view, our temperament is a danger-
ous one to the state, in that it does most distinctly
repress reproduction. The future American will be
conglomerate; the blood of our forefathers will be
so far diluted that its characteristics will be lost in

foreign overflowing tide, which, if sluggish in its flow, may still be of service by reclaiming from too much nervousness our fidgety people.—*American Magazine*.

Old Things to Ornament the House.

Pretty much every sort of thing is utilized, if one may say so, for mural decoration nowadays. Warming-pans, rugs, fishing nets, all get there, and, it must be confessed, when the "touch" is happy, the effect produced is by no means outre; it is simply unconventional and original in an artistic sense. The late-t "ornaments" to come before the public are quaint and obsolete musical instruments. From all accounts there is to be a run on that branch of art, and old drums even may soon be in requisition. Violins and cellos are in demand already, but the former are usually too valuable to be relegated to wall decoration, and the latter too large and cumbersome for ordinary apartments. Nevertheless, I saw

tangible in regard to it, we are quite convinced that the most pertinent reason lies in the fact that our vision from right to left is so much clearer and stronger than it is from left to right. Naturally, so we are informed, there is no difference in nerves or in the optic arrangement of the human eye between the right or left eye, yet our own inquiries and observations show clearly that we are all, or most all, disposed, when we take an article of merchandise, or a picture, or anything else for examination into our hands, to look at it from right to left, and not from left to right. Since we have endeavored to fathom this question, we can see quite an advantage to the eye by reading from right to left. If we read from left to right, the parts read are yet continually before us; while, if reading from right to left the parts read are then beyond our sight, and the parts to be read are unobstructed in view. Now, when we write from left to right, the line we are writing is rather of a de-

that will cure all patients. The thing to do is to study effects. Now water is good for one face and the injury of others; glycerine is the *bete noir* of blondes and the delight of brunette beauties; some skins never chap, and others will show eruptions and discolorations in midsummer. There are no women who take the care of their faces that professionals do. To them health is beauty and beauty capital. Every actress has her own methods of preserving her complexion, and soapy water is not one of them.

Soap should not be used on the face, as there are chemicals which shine and dry the skin. One scrubbing a month is a sufficiency, unless one has been traveling through a coal mine. The best way to make up the face is to rub it with a soft linen or chamois cloth until all the dirt comes off. The friction should be sufficient to quicken perspiration, thus opening the pores of the skin without irritating it. When the cloth rubs clean dip it in cold cream,



EARLY MORNING IN THE HOSPITAL.

a 'cello at a musical instrument maker's last week which is to be "hung upon the outer wall" of a spacious hall not very far away. It is a regular old veteran this 'cello, not at all distinguished in appearance, but when it is put in order and receives some much needed varnish it will look "musical" enough to deceive Mr. Geise himself. It is certainly a curious indication of taste, but if trophies of ancient arms and weapons are admired for decoration there is no good reason why the more gentle instruments of torture should be debarred from playing a part in household comedy. The only joke would be if no one in the establishment came under the category of musical, and could not tell one note from another.—*Boston Herald*.

Reading from Right to Left.

There was no doubt a good reason for the practice of the Hebrews to read and to write from right to left. We have often speculated and inquired about it, and while we could not learn or discover anything very

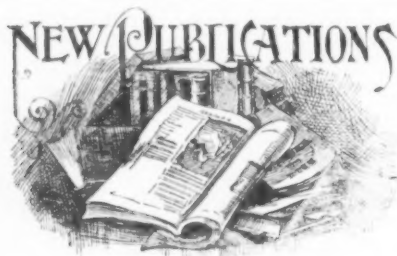
lusion to the eye, while if we write from right to left nothing is immediately in front of our vision but a clear space. Even the pen and its shadow cease to exercise a less disturbing effect from right to left, while from left to right much annoyance is experienced by men who have much writing to do. Our observation shows that, unawares, people use their eyes from right to left whenever or wherever they go into close examination of anything, whatsoever that may be, just as they would naturally raise their right hand in order to get a clearer sense of feeling by touch.—*Hebrew Journal*.

A Woman's Skin Like Satin.

A woman's skin is like a piece of satin, and will not stand rubbing, rinsing or soaking. If it is to retain the delicacy of texture and wear without wrinkles or discoloration, it must be cared for as a belle pets her laces and lingerie or a matron her bridal finery. There is no prescription and no one remedy

and after working it in the face, rub it dry. There are creams and creams, but if the pure dairy product cannot be procured here is a substitute that can be warranted. It will cost in the neighborhood of \$2, but half the quantity prescribed will suffice for six months; Almond oil twenty grains; spermaceti, sixty grains; white wax, 30 grains; tincture benzoine, fifteen grains; oil of rose, five drops. Mix wax, spermaceti and almond oil in a hot water bath. Remove from the fire and stir until snowy; then add other ingredients and beat until cold and white. Bottle in a paste vial or jelly-cup with glass cover, and use whenever the face needs cleaning. Don't tell your husband or he will fancy you are greasy and make your life miserable.

When it is desired to use powder the simplest is the best. Those with rice flour or prepared chalk for the basis are harmless. Powder may be used when driving or traveling to protect against dust. French chalk is the best and most harmless of all for that purpose. Don't bite your lips; it takes all the color out of them; and keep your tongue in your mouth if you want to keep them from being chapped.



The Hereafter; Twenty-three Answers by as many Religious Teachers to the Question, What are the strongest proofs and arguments in support of the belief in a life hereafter. The title of this little volume tells the whole story of its contents. The religious teachers answering the question are clergymen of all denominations; also one member of a Theosophical Society, and the papers originally appeared in the *Boston Herald*. They are very condensed; they contain about no theological cant; they have little to say about "revealed religion" and they are all readable. These are many good, quotable thoughts in the book, but we have space for only three or four: "The body continually changes. We remain—the argument is strong that we shall still remain when at last the body altogether ceases." "If future life be not a reality, it follows that the most tremendous of untruths is essential to the present well-being of every human soul. Such a proposition is simply incredible." "Our soul force does not grow mature and decay *part passu* with our bodily energy, but often increases while the body decays. If this continues why should that cease?" "If the first elements of bodies and forces are indestructible, much more spiritual substances and their forces, which are nobler and have more being." "The soul does not decay with the body. After middle life the body begins to grow weaker, but the soul still makes progress in knowledge, love and power. In many cases the weakest body is the home of the most advancing soul. If the soul is simply the result of the body this is inexplicable." Published by D. Lothrop & Co., Boston, and for sale by St. Paul Book and Stationery Co. Price 25 cents.

The Origin of Life and Species and their Distribution, is the title of a little pamphlet by George Davis, of Minneapolis, published by Thos. A. Clark & Co., of that city. Observing that "in all growing bodies there is waste material in the form of a gas or an odor passing off from them in an unlimited number of streams," the author believes that these streams carry molecules generated in the living body, which contain the life principally inherited from it. These molecules produce fresh life in different forms according to the conditions in which they are placed. Mr. Davis holds that the earth itself is as much alive as any of the creatures which inhabit it. He believes that the creative energy of the planet, although now somewhat exhausted, so that it no longer produces by original effort the higher types of life, still develops from the molecule germs many forms of plants and insects. Proof of this he finds in the weeds that spring up in a clearing in the forest, or on newly plowed land on the prairies remote from places where the same weeds grow and also in the bacteria which decaying matter generates and the insects which come to life in pools of stagnant water. The pamphlet shows original thought and research. Price 15 cents.

Outlooks on Society, Literature and Politics, is a large volume by Edwin P. Whipple, in which the genial Boston essayist has gathered up the work of many years first printed as magazine articles. The essays on "Dickens's Land," "Domestic Service" the "Swearing Habit" and many others are delightful reading, but we cannot but think that those called forth by the Civil War, reconstruction and the politics of twenty or thirty years ago have no place in permanent literature, and that, while adding greatly to the bulk of the book they detract from its interest. If

one must read now about Andrew Johnson's policy, or negro suffrages, or the presidential election of 1868, he wants to do it in the pages of a historian and not in those of a contemporary essayist. Published by Ticknor & Co., Boston, and for sale by St. Paul Book and Stationery Co. Price \$1.50.

The March *Cosmopolitan* will signalize the commencement of a new volume and the inauguration of its new management under The Cosmopolitan Magazine Company," (of which, by the way, U. S. Grant, Jr. is the vice-president,) by a new cover. The designer is W. H. Day, who is well known for his original genius as the stage artist at the Lyceum Theatre, and a prominent architectural decorator. He has made a unique and unconventional cover, having the name of the magazine at the top among rich ornament and the table of contents on the lower part along side of a clever panel of typical race heads, each surrounded by an ornamentation derived from the flags of its nations. It is printed in blue and red on a paper resembling old vellum.

John B. Alden, New York, has recently started an illustrated weekly magazine called *Literature*, with the low subscription price of \$1 a year. It is made up of both original and selected matter concerning books and authors. Mr. Alden is having a fight with the pig-headed Post Office Department at Washington to get the periodical admitted to the mails as second-class matter. This has been refused for the absurd reason that it contains no advertisements save those of Alden's books. Alden always wins his battles and he will win this.

The Puget Sound Gazetteer is the title of a handsomely printed monthly lately established at Seattle, Washington Territory, for the purpose of aiding the development of the Sound country. Alex. Begg is the editor and publisher. Mr. Begg is a landscape painter as well as a writer. An engraving of Snoqualmie Falls, from one of his paintings, appears in this number of *THE NORTHWEST*.

CHINESE GAMBLERS.

"The Chinese are great gamblers," said the proprietor of a Main Street gambling house to a reporter. "Some of them are shrewd players, and some of them are not."

"What is their game?" asked the reporter?

"Faro, principally. The Helena Chinaman used to be great on poker and faro both, but they got beat at poker pretty badly, and they have given it up. Now they play very little, except faro. Some of them have won a good deal of money, although their winnings are never very high. They win possibly from \$150 to \$200 or \$225, but very rarely more than that. There are three kinds of Chinese gamblers in this town. Afternoon gamblers come in with two-bits \$1 or perhaps \$2. Early in the evening another class will come in, the laundrymen and laborers. They buy \$5 or \$10 or perhaps \$15 worth of chips. About 12 o'clock the heavy rollers, the merchants and some of the professional sports, drop in. They buy \$25 or \$50 worth of chips and frequently play the limit, which is \$12.50. But there is one thing funny about them. They come in from four to twelve in a bunch. Now American gamblers usually play a system and every man has a different one. If a man, however, starts in to play a system he'll go broke or make a winning without switching. But the Chinamen don't do that. If there are six or more of them playing and one of them begins to win they'll all follow his bets. I've seen \$200 or \$250 on one case card and as much on another card 'coppered,' and not another chip on the board, because they were all playing the winner's game. If the house happened to get whip-sawed on the bets why it was quite a loss, but if the Chinamen got whip-sawed why of course it was different. Oh, yes, they're great gamblers."

"Are the Chinamen lusers as a general thing?"

"Yes, they drink a good deal, but they usually buy

their whiskey by the bottle and take it home to drink. Sometimes when they're playing they hold out a few white chips and three or four of them will step up and drink a glass of beer, but they don't drink very much at a bar."—*Helena Independent*.

A VERY PECULIAR BIRD.

Among the ridges which shoot out from the Main Wind Mountain Range to the Papoagis is found the Wyoming pendulum, or clock bird, for he is called by either name. This curious specimen of the feathered tribe appears to belong to the quail variety, with the exception of the ownership of a long and pointed bill which seems to proclaim a degree of affinity to the snipe family. In size the pendulum bird nearly approaches the pheasant. In color it is coal black, with the under feathers of such soft and thick texture as to almost deserve the name of down. Its legs are sturdy and are feathered to the tips of the toes. In body it is plump, as becomes a quail. Its snipe-like bill is, however, one of the most important, as well as the most peculiar, portion of the bird's anatomy. It gives the pendulum bird of the Wind Mountains its name, for as a part and parcel of that long bill appears the singular natural mechanism which marks the time at three different periods of the day, and has made the pendulum bird famous as the timepiece of the mountains. The bill of the pendulum bird is about four inches in length. Near the point of the bill, on the under side, is a hard ball, measuring probably an inch in circumference. At sunrise, at noon and at sunset the bird seeks some high perch, usually the topmost limb of a tree, and prepares for business at once. The hard ball on the underside of the long bill slips easily from its place and hangs suspended by a stout, cord-like ligament, and then backward and forward sways this natural pendulum in regular and rythmical movement, and on the mountain air comes the tick! tick! by which the hour is measured off.

Though close investigation has been made it is yet a mystery whether this "tick" is caused by the pendulum movement or is a vocal effort of the bird itself. It is probably the latter, as it is very loud and distinct. While thus engaged the pendulum bird is blind and deaf to all other sights and sounds, and may be approached and killed with the greatest ease. The bird breeds in every respect as a quail.—*Wyoming News*.

SNOW BOATING ON THE PRAIRIE.

A reporter of the Grand Forks *Platdealer* thus graphically describes a winter sail over the prairie: Capt. H. M. Wheeler, of the sloop *Snowflake*, (an American vessel, tho' entered A. 1 at Lloyd's) left the Prairie Port of Belmont yesterday afternoon for a western voyage. The captain, a good-natured, genial soul, with a weather-beaten phiz and a peculiar cast of eye, so expressive of the nautical existence he leads, ordered the anchors weighed, and at exactly four bells the good ship set sail with a crew of three souls and a stowaway on board. In latitude seventy-three, longitude, no matter, the crew began to manifest signs of uneasiness just below the diaphragm, and it soon became evident, that they were subjects of what the French term *Mal-de-mer*. Neptune must have been cognizant of the state of affairs on board, for he lashed and squirmed with redoubled energy. It was the captain's self possession alone that saved the ship; manfully, resolutely and fearlessly he stood on the quarter deck, his hand grasping the cold, icy ropes as they dangled from aloft, and his encouraging words breathing a new inspiration into his thoroughly disheartened and sea sick crew. It was the story of Columbus repeated, with his successful adventure reiterated. The gale moderated, the dim outline of Grand Forks could be distinguished through the hazy surroundings; the forms of well known buildings, now plainly in view, dispelled the idea of a mirage, and the grateful crew gathered around their hero and offered up tributes of thankfulness that they were at last on terra firma.



THE Note Book this month is occupied with memoranda of a trip made early in March to Puget Sound, over the Union Pacific, the Oregon Short Line and the connecting road of the Oregon Railway Navigation Company to Portland, and thence by the Northern Pacific to the Sound. I went by the Union Pacific route with two objects in view: First, I wanted to see what changes twenty years had wrought in Nebraska and Wyoming, for it was in 1868 that I last traversed that road. I desired especially to compare the present condition of Nebraska both as regards farming and the prosperity of the towns with that of Northern Dakota where settlement began about ten years later. The second object was to see the country in Southern Idaho and Eastern Oregon, which I had never before visited.

It was in 1868 that I first saw Omaha. What a wonderful transformation has taken place since that time! A struggling frontier village, wallowing in the mud of the Missouri Valley has been converted into a handsome city of nearly one hundred thousand inhabitants, with stately business blocks, cable railroads, well-paved streets and handsome residences. I had but three hours in which to see the city, and spent most of that time in riding on the new cable roads. There are some steep grades, but none equal to that at Selby Avenue hill on our St. Paul line, the steepest being eleven feet to the hundred. I was particularly interested in the great smelting and reduction works, which handle gold and silver ores from Idaho, Montana and Utah, and in the new suburb of the city called South Omaha, with its large stock yards and slaughtering and packing establishments, an enterprise closely resembling that at South St. Paul.

At the Land Department of the Union Pacific Railroad I was told by the Commissioner that the Company has sold all its grant in Nebraska and is fast closing out, in the extreme western part of Kansas, the grant of the Kansas Pacific road. The average price obtained by the company during the year 1887 was five dollars per acre, a higher figure than that realized by the Northern Pacific for Dakota lands sold during the same year. The Commissioner told me that the whole of Western Kansas is proving to be agricultural land and that the farmers occupy Nebraska as far west as North Platte, which is due south of Mandan on the Northern Pacific. In the Pan Handle of Nebraska, which my Dakota readers will see by a glance at the map lies in the same longitude as what is known as the West Missouri Country in their Territory, most of the land is good for farming, but the region is now largely in the possession of cattle men.

FREMONT, the first large town west of Omaha appears to have seven or eight thousand people. Grand Island, situated very much like Jamestown, Dakota, and on the same parallel of longitude, has twelve thousand inhabitants. North Platte, which somewhat resembles Mandan in its relations to a new settled prairie country, counts at least five thousand people. Corn is everywhere the great crop all through Nebraska and with the cattle and hogs which are fed upon it, has given the State its remarkable growth during the past decade. Nebraska, with less than half the area of Dakota, has now 750,000 people and will soon have a million.

THE second day out of Omaha on the Union Pacific, was one of the most uninteresting in all my experi-

ence of railway travel. The country in Southern Wyoming is a dreary sage-brush plain. Even where the road crosses one of the spurs of the Rocky Mountains at Sherman, and climbs up to an elevation of eight thousand feet, there is nothing whatever that could be called scenery or that remotely resembles mountains. The sage brush desert appears to be heaved up into low hills, and that is all. By the good fortune of the train being behind time I was able to get a glimpse of Cheyenne, which in spite of its desolate surroundings is now a well-built, active town of ten thousand people, supported chiefly by the stock-raising industry. Cheyenne lies due south of Miles City, on the Yellowstone, and has no natural resources not possessed by the Montana town. When Miles City gets a railroad south into Wyoming, it can hope to be as large a town as Cheyenne before many years. On the Laramie plains there is a large good cattle range in sight of the railroad. The town of Laramie, which may be compared for situation with Billings, Montana, has six thousand inhabitants and looks like a very solid, prosperous place. Its streets are bordered by shady trees and have irrigating ditches between the road-ways and the side-walks.

THERE seems to be nothing in Southern Wyoming to support population except the cattle business and the coal mines at Rock Springs, yet, there are a number of smart trading towns, like Rawlins and Green River. These are not new, though, for they were established twenty years ago, but they still have a flavor of the frontier. The coal business at Rock Springs has grown to be an enormous industry.

At Green River the Oregon Short Line train is made up. We had five cars of emigrants which had been dropped from the slow train on the Union Pacific a few hours before. All of these people were going to Washington Territory or Oregon. They were largely from Nebraska, Kansas and Missouri. The older parts of the West constantly furnish the bulk of the emigration to the newer West. Most of these emigrants I found were led to the Pacific Coast by reading accounts of its mild climate. They said they wanted to escape the long, cold winters. Our train ran through Southeastern Idaho in the night time, but I was told there was nothing to see in that region except desolate lava beds and sage brush deserts.

Next morning we were running across a vast sage brush plain nearly parallel to the Snake River with snowy mountains bounding the horizon on either side. Beyond the northern mountains lay the Wood River mining country to which a seventy mile long branch railroad runs from the town of Shoshone. The country improved as we went westward and in the afternoon we ran for some time along the valley of the Boise River, where irrigated farms border the stream. A short branch road runs from Nampa to Boise City, a town much praised for the beauty of its gardens, orchards and shady trees. Southwestern Idaho is a good cattle country with farms in the valleys, and the towns on the railroad, although there is little in sight to support them, show by the number of their business houses that they do a considerable trade with distant cattle ranges and mines. In the afternoon our train ran for two hours in the narrow valley of the Snake River crossing the stream three times. There are a few farms close to the river; the rest of the landscape is a hilly, sage brush desert.

HUNTINGTON is the first town in Oregon after leaving Idaho. It lies in a narrow canyon-like valley about three miles from Snake River and appears to have five or six hundred people. It is the junction point of the Union Pacific's Oregon Short Line with the Oregon Railway and Navigation Company's road to Portland. Our train climbed up a high, grassy divide and descended into the valley of the Powder River, the chief town of which is Baker City. This place seems to have doubled its population within a year or two, so numerous are the new buildings. It appears to have about twenty-five hundred people and

is supported by mines as well as by a rich agricultural valley.

ANOTHER divide was crossed and we ran down steep grades into the very pretty and prosperous valley of Grand Ronde. This little basin, twelve miles long and two or three miles wide, has six thousand inhabitants and sustains two attractive towns, Union at its eastern end and La Grande at its western end. Darkness fell as we left La Grande and I was not able to see, as I greatly desired to do, the engineering achievements by which the road was carried over the Blue Mountains by grades of 117 feet to the mile. The ascending grades from the east are eighteen miles in length and the descending ones on the western slope of the mountains are fourteen miles long.

NEXT morning our train was running along the Columbia River in a warm rain that fell like an eastern May shower, and we were in Portland in time for breakfast. Measuring by the climatic change I had gained six weeks in the few days since I left St. Paul. That evening, the twelfth of March, I smoked my cigarette on the deck of a Puget Sound steamboat without the slightest sensation of cold. The change was almost as great as if I had gone South to the shores of the gulf of Mexico instead of due West to the Pacific Coast. This was on Saturday. Was it really true, I asked myself, that only on the preceding Tuesday I had taken a last look at the Ice Palace and had heard the music of the sleigh bells in the streets of St. Paul?

THE NORTHWEST MAGAZINE recently issued a Norwegian edition, containing translations of most of the matter relating to North Dakota which appeared in our regular January issue, with many original contributions by Scandinavian writers on the success of Scandinavian settlers in that Territory and its advantages as a field of immigration for the sturdy races that inhabit the north of Europe. The printing was done at the office of the *Nordvesten*, the able Norwegian weekly published in St. Paul and copies were mailed to the subscribers to that paper. It is believed that this special edition will attract many hundreds of thrifty, enterprising Norwegians to the fertile lands of Dakota. An edition will soon be published in the Swedish language, and we have in view the issuing at no distant day of a similar edition in the German language.

Drawing the Line.

An Aberdeen hotel has conspicuously posted in its office a sign which reads as follows: "Any tenderfoot who calls a suet of rooms a sweet, or a spitbox a cuspidor, or looking-glass a mirror, cannot stop in this house and will find the climt helthier further east."

Cleared Money on It.

A Missouri farmer recently learned that the grand jury was about to indict him for working on Sunday. He didn't try to evade the charge, but, on the contrary, had his four sons summoned as witnesses against him. He was fined \$1 and costs, a total of \$5. But as the mileage and witness fees of his sons amounted to \$10.40, the family cleared \$5.40 on the transaction.

This is the Lucky Year.

Old miners say that every ten years since 1849 the country has gone wild over the discovery of rich deposits in the West. An examination of the history of the industry in this country shows the statement to be true. In 1849 everybody wanted to go to California; in 1859 the discovery of gold at Pike's Peak flooded the West with adventurers; in 1869, Virginia City; in 1879, Leadville; while 1889 will eclipse the record by discoveries all over the West. But still, as every one knows, all the discoveries that preceded the excitement were made the years previous, which brings the 8's into prominence. This is 1888 and the rush that will surely come next year will be on account of the discoveries made this year.

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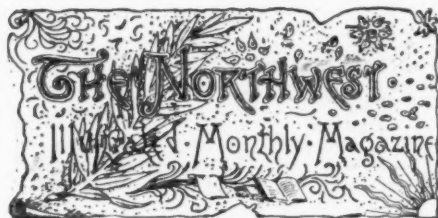
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St. Paul, Minnesota.

ST. PAUL AND MINNEAPOLIS, APRIL, 1888.

WHO WILL GET THE TEN CENTS.

It is reported that English millers being unable to compete with the manufacturers of flour in the Northwest, have recently through their agents opened up correspondence with Northwestern farmers, with a view to making arrangements for direct shipment of wheat to England. It is estimated that if this arrangement is made, there will be a saving of ten cents a bushel in the handling of grain, that being only two-thirds of the present cost of having it handled by middlemen. This would be a god-send to the farmers of the Northwest.—*Fargo Republican*.

It would be a god-send, indeed, if the Northwestern farmers got the ten cents a bushel in addition to the present price of wheat, but would they? Would not the English millers make it. They would buy their wheat at the lowest market price and all they could save by eliminating the middle-men would go into their pockets. They are not pining to confer benefits upon the Minnesota and Dakota wheat-growers.

CALL IT COLUMBIA.

"If we cannot do better let us call the new State Columbia, and have done with it" says the Walla Walla Statesman, discussing the various names proposed for the new State soon to be created from the Territory of Washington. We like the suggestion. The Columbia River, one of the grandest streams in the world, grandest of all, in fact, if magnificent scenery be the test, flows for over three hundred miles through the Territory and thence for nearly two hundred miles forms its southern boundary. Nothing could be more appropriate than to give to the new State the name of its noble river and at the same time to honor anew the memory of the inspired hero who discovered America. Other names thus far suggested, such as Tacoma, Yakima and Spokane are objected to because they already belong to towns. No local rivalries or jealousies can urge offense at the adoption of the name of Columbia.

PAUL SCHULZE, General Western Land Agent of the Northern Pacific was in Washington last month and was invited to appear before the Public Lands Committee of the House of Representatives and give his views on changes in the land laws. He said the public lands should be divided into four classes: First, timber lands; second, agricultural lands; third, grazing lands, and fourthly, mineral lands. As to timber land, he held that the Government should sell timber by stumpage, retaining title to this land, which

might afterwards be sold. In regard to agricultural lands, he thought they should be subject to homestead only. As to grazing land, he recommended that the Government lease all grazing land, subject, however, at any time to homestead entry. He recommended no change as to mineral lands. Mr. Schulze's views are wise. There is especial need of legislation which will give stock raisers rights on lands adapted for grazing only. The homestead and pre-emption laws have no proper application to millions of acres in the great central plateau of the continent where crops cannot be raised and where at least twenty-five acres are required to support a steer.

BEAUTIFUL MINNEWAUKAN.

Minnewaukan! The Princess of the Lake! Who in all this great Northwest that has read the wonderful story of the birth and growth of the mighty Western Empire, has not paused many times, entranced by the magic name, Minnewaukan!

But magical as the name, its reality is even more fascinating. Nestling close upon the western shore of the great salt sea, commanding a picturesque view of many miles in every direction, surrounded on three sides by fertile farms with prosperous farmers, the county capital of a large and rapidly developing county, with enterprising, wide-awake business men and merchants, with ample school and church advantages, and countless other conveniences and opportunities, we see nothing to prevent this bustling little town from eventually becoming a prosperous and populous city.

Marvelous as has been the growth of Dakota at large, the rise of the Devils Lake country, has been even more wonderful and miraculous. Let us for a moment go back to the Devils Lake County at five years ago! No sound of industry greets the ear, no fertile fields and pleasant homes meet the vision, but stretching far away to the west, the north and the south, we view one wide, unbroken plain. Here the buffalo, the deer and the antelope pastures, and here the red man finds his "Happy hunting ground." No fertile farms, dotted over with pleasant homes; no bustling towns and villages filled with thrift and enterprise, no ranges stocked with their grazing herds, no mighty iron highways carrying to market the product of thrift and skill. We see none of these, and witness only a vast unbroken wilderness.

But five brief years have sped past, and behold the transformation! The wonderful results that have sprung from the magic touch of the hand of industry! Scarce but yesterday, we viewed the wild, uninhabited plain, but today, we witness a majestic commonwealth, specked with thrifty villages, substantial farm buildings, capacious storehouses and pleasant, cheerful homes.

A country whose resources are as rich and varied as its area is vast. Rich beyond all comparison in soil, healthful in climate, and with a population of unsurpassed intelligence, industry and enterprise, where in all the West's wide expanse can be found its peer? Hundreds of settlers tired of tilling the worn-out soil of the older States have come to this section during the past summer, and hundreds more will come in the spring. The Government land is being rapidly taken up, but there are yet thousands of acres of as fertile land as was ever cultivated lying in wait for the plow and the husbandman.

From the last report of the Territorial Commissioner of Immigration, it is observed that the counties of the Devils Lake district show from ten to thirty per cent. better average in grain products than those of any other portion of the Territory. The uncertainty concerning crops, that at first existed in this region has entirely disappeared, and in its stead has come an abiding confidence that each year will bring forth bounteous harvest. The farmer of the Devils Lake region can rest serene in the knowledge that although other sections may be ruined by drought or devastated by pests, his crop is reasonably assured.

As a summer resort and watering place, Devils Lake is growing in greater favor with each succeeding

year, as is attested by the many tourists and pleasure seekers who every year find rest and recreation along its pleasant shores, or on its placid waters. The time is not far distant when Devils Lake will be the most popular summer resort in the Northwest.

The year of 1887 marks a most important period in the history of this favored region. Not a period of "boom" but a year of substantial progress and success; a year of uninterrupted thrift and enterprise, and it is believed that this year will witness even a greater stride of prosperity than the last.

Remembering what it was but five short years ago, and witnessing what it is now, who can tell what the future has in store for this marvelous country!

MORTON ALEXANDER.

Minnewaukan, Dak., March, 1888.

MONTANA MINERAL LANDS.

To the Editor of the St. Paul Globe:

An article which appeared in your paper of Saturday, under the head of "Robbing the Territories," conveys an erroneous impression to readers as to the action of the Northern Pacific Railroad company in the matter of mineral lands lying within its grant in Montana. You speak of the "rapacity of the railroads" and intimate that this company is asserting title to lands which do not rightfully belong to it. Will you permit me to state the facts as they are? The company has a grant extending through Montana from east to west, for the entire length of the territory. Lands known to contain minerals are exempted by the granting act from the operation of the grant. Mark the phraseology: "Lands known to contain minerals," not lands supposed to contain minerals, or lands which may at some time in the future be found to contain minerals. The grant is not to be suspended indefinitely waiting for miners and prospectors to make explorations, but when the Government surveys are made, such of the sections included in the granting act as at that time are not known to contain minerals are patented to the company. That settles the matter so far as title to those sections are concerned, and no future discovery of minerals invalidates the title. This is not only law, but equity and common sense. Montana has been searched for the precious metals for more than a quarter of a century. The Northern Pacific was built through the Territory five years ago.

The Government surveys progress very slowly, and as fast as they are made it is only fair that the railroad company should receive title to the lands Congress enacted that it should have, in order that it may sell them and that the settlement of the country may not be longer retarded.

Minerals may possibly be found on any section of the Northern Pacific grant in the entire mountain district traversed by the road in the Territory, a belt of country 300 miles long. It would be manifestly unjust to the company, and highly detrimental to the interests of the Territory, if the whole grant for that distance were to be withheld from sale and settlement for many years, perchance for another quarter of a century, until every remote chance and possibility of gold, silver or copper being found upon it is determined in the negative. Yet this is the position your article appears to assume.

I desire to say in conclusion that the Northern Pacific company is not seeking title to a single acre of land in Montana that does not lawfully belong to it; that it is guilty of no "rapacity" in act or intent, but, on the contrary, is patient and long-suffering, waiting year after year for the Government to make surveys which it agreed to make long ago, so that it can obtain the land which Congress said it should have as soon as its road was completed.

T. F. OAKES,

Vice President and General Manager.

St. Paul, March 5th, 1888.

THE NORTHWEST MAGAZINE circulates in every State and Territory of the United States, and also in Canada and Europe.

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The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and
The Only Wheat Shipping Port on Puget Sound.

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Population in 1880, 760.

Assessed value of property in 1880.....	\$517,927
Assessed value of property in 1888, over.....	\$5,000,000
Tons of Coal shipped in 1882.....	56,300
Tons of Coal shipped in 1887.....	212,959
Bales of Hops shipped in 1880.....	7,005
Bales of Hops shipped in 1887.....	18,000
Miles of Railway tributary in 1880.....	136
Miles of Railway tributary in 1887.....	2,375
Regular Steamers in 1880.....	6
Regular Steamers in 1888, March.....	30
Feet of Lumber exported in 1887, over.....	63,000,000

The Methodist University for Puget Sound has been located at Tacoma, with a bonus given by the citizens of \$75,000. In the above valuation of school property the Methodist University is not included.

Population in 1888, 15,000.

Banks in 1880.....	1
Banks in 1888.....	5
Private Schools in 1875.....	0
Private Schools in 1888.....	3
Public Schools in 1880.....	2
Public Schools in 1888.....	6
Value of Public School Property.....	\$94,000
Value of Private School Property.....	\$105,000
Money spent in Building Improvements in 1887.....	\$1,000,000
Money spent in Street Improvements in 1887.....	\$90,000
Money spent by N. P. R. Co. on Terminal Improvements in 1887.....	\$250,000

In the above valuation of school property the Methodist University is not included.

Tacoma is the natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon are aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

Tacoma now shows more healthy and rapid growth than any other point in the Northwest, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

General Manager of the Tacoma Land Company,

ISAAC W. ANDERSON,

92 C Street, Tacoma, Wash. Ter.

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TACOMA shows the lowest death rate of any city in the Union, and is the best lighted, graded and drained city on the North Pacific Coast.

TACOMA has the finest of educational facilities, and a population of 15,000 law abiding, industrious home winners.

TACOMA is not a "Boom City," but a rapidly growing mercantile and manufacturing center.

TACOMA will ship 10,000,000 bushels of wheat this season and 12,000,000 bushels next fall and winter.

The commerce of the world is safe in our harbor every day in the year.

TACOMA will ship 150,000,000 feet of the best lumber in the world this year. The coal mines tributary are inexhaustible, and mountains of the finest of iron ore are now being worked by experienced and wealthy owners.

TACOMA is not handicapped by any great body of fresh water around its suburbs, to shut off its tributary farming country, but has beautiful and safe

small lakes within thirty minutes drive of the city where fishing and boating may be enjoyed by any so inclined.

TACOMA has a better foundation for permanent, material prosperity than any city in the United States and the sickly whine which comes from some of her jealous neighbors will develop into a wall of despair as they note Tacoma's daily growing supremacy, by virtue of inherent merit and determination to utilize her advantages.

To all of which we subscribe ourselves,

Yours truly,

Hall & Cavender,

REAL ESTATE AGENTS, 115 South Tenth Street.

Tacoma, W. T.

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(Member Western Association of Architects.)

ARCHITECT,

(FORMERLY OF ST. PAUL, MINN.)

Spokane Falls, W. T.

Tacoma, W. T.

THE *Mississippi Valley Lumberman* states that the Puget Sound mills marketed over 51,000,000 feet of lumber east of the Rocky Mountains last year, Salt Lake and Denver being the principal markets. The value of this lumber was about \$600,000. This

is a very encouraging beginning and demonstrates the possibility of sending lumber from the Sound in large quantities to supply the ever-increasing demand from the vast treeless regions lying to the east of the Cascade Mountains.

Oregon Blood Purifier, the standard household medicine of the Pacific Coast is a product of the great herbal Northwest and is prepared solely by Wm. Pfunder, wholesale druggist, Portland, Oregon. Cures all kinds of skin diseases, biliousness, sick headache, dyspepsia, constipation, and all disorders of the kidneys and liver.



Dakota.

TWO DAKOTA COUNTIES BEAT KANSAS FOR WHEAT.—The report of the Secretary of State for Kansas gives the wheat crop for the whole State of Kansas for 1887 at 7,500,000 bushels. Grand Forks and Walsh counties in the Red River Valley in Dakota raised in 1887 10,447,982 bushels of wheat, besides 4,616,682 bushels of oats.

A PERFECT BONANZA.—The heavy forests of the Painted Woods, a few miles southeast of Washburn, will ensure timber for building and other purposes for a great number of years, and the solid beds of lignite coal that underlies almost every bluff in view from the town, will supply its citizens with cheap fuel for time indefinite, while large quarries of blue stone, the best of building material, plenty of limestone of a superior quality, and the best of brick-making clay, is found on every hand.—*Washburn Mail.*

SHEEP PAY IN DAKOTA.—W. H. Beaver had thirteen ewes and six yearlings. This year's increase, now ten days old, number twenty, all healthy lambs. Mr. Beaver says by shearing time the lambs born the last of February will yield a good fleece, and it brings ten cents a pound more than ordinary sheep's wool; again, those dropped at this season can be attended to without interfering with other farm work. He says a sure cure where ewes won't own their lambs, is to sprinkle a little salt on the lamb's back—the ewe will lick it off, and that ends all the trouble. His breed are Southdowns.—*Tower City Herald.*

BURLINGTON COAL.—Mr. J. L. Coulton of Burlington is in the city with a car load of coal from the mines on the Mouse River, near Burlington on the M. & M. Ry. Mr. Coulton kindly presented the *Herald* with a quantity, which has been thoroughly tested. It burns freely, with a bright flame, having no clinkers, and leaving only a fine white ash. It has been thoroughly tested on the engines of the Northern Pacific and is pronounced by experts to be all that could be desired. At present rates of freight he is enabled to lay it down in Grafton at from \$6 to \$7 per ton, but soon hopes to have arrangements made so as to sell it here for \$5. If this is true the fuel question will be settled for Grafton.—*Grafton Herald.*

The House of Representatives has passed the bill opening up to settlement the great Sioux Indian Reservation in Dakota. As passed, the bill contains the provision in relation to the Niobrara strip, and, although amended in a few unimportant parts, is practically the same as when reported to the committee. The most prominent feature is the clause providing that the measure shall be ratified by the Indians before it comes into operation. The bill will pass the Senate, without reasonable doubt, in its present form. There have been in Washington for several weeks a number of prominent Dakotans working for the passage of the bill, and they are much elated over their success, and say that it will give the Territory the biggest boom that it has ever had.

DEVELOPMENT OF THE WEST MISSOURI COUNTRY.—The West Missouri country is just dawning, the morn of development. This rich tract of country has been almost unknown, on account of its inaccessibility to railroads, until within a few years, and its rich resources have gone unmerited. But this is no longer to be the case. Our coal is wanted in other parts of the Territory; our grazing lands are expedient on account of the abundance of water. The railroad companies realize the fact that this country is about to make a grand and lasting step towards the most wealthy and prosperous section of Dakota, and in view of this they have extended their lines in this direction, until now they hover just on the verge of making a grand rush for the supremacy of a country which is destined to rank first. Those who have pushed their way to this country on these hopes, have not long to wait when the most sanguine expectations among them will be fully met.—*Rainey Buttes, (Dak.) Sentinel.*

NATURAL GAS AT JAMESTOWN.—Natural gas has been found in at least three districts of Dakota. In Sully County, South Dakota, in Cass County and at Jamestown. In the first it is found at a depth of about 200 feet; in the second at a less depth, and at Jamestown it was discovered at a depth of about 1,200 feet. Gas found at shallow depths is usually in small quantities and the supply is soon exhausted. The great wells of the Eastern States are all deep, from 700 to 2,000 feet. Scientists who have made a specialty of the study of deposits of gas

conclude that gas is a product continually formed under the proper conditions and probably exist under large portions of the earth's surface, but in order to retain it a natural reservoir is necessary, consisting usually of a layer of porous rock, which becomes filled with gas, and over this a layer of close grained rock or clay through which the gas cannot escape till human ingenuity gives it a vent. Those conditions were found to exist at Jamestown, as indeed they do throughout the valley. The recent experiments at the artesian well at Miller, 200 miles south, revives interest in the fact that a similar phenomenon was observed here, of gas coming up in considerable quantities along with the flowing water, before the last vein of water was struck. It is quite probable that by applying proper apparatus it would be found that gas is still escaping from the well even with water rushing out at the rate of 375 gallons a minute.—*Jamestown Alert.*

Montana.

THE MONTANA COPPER CO. OF BUTTE will commence immediately to build eight large blast furnaces. This means a large increase in production.

SHEEP RAISING IN MONTANA.—N. J. Bielenberg, who owns 20,000 sheep in Montana and 10,000 head in Washington Territory, says he has not fed a pound of hay this winter to any of his flocks in Montana, except those he is fattening for mutton, or lambs. The loss so far has not reached one per cent. Those lost were almost entirely lambs which had frozen their lips and would not even eat hay.—*New Northwest.*

A RICH COUNTY.—Fergus County has more agricultural lands than any other county in the Territory. It stands second in wool growing, cattle and horse raising, and contains gold and silver and coal mines that will eventually equal any in the Territory. While not the last county formed it is the youngest in actual settlement and will in a short time possess the largest rural population. Great is the destiny of Fergus.—*Argus.*

REDUCTION WORKS FOR GREAT FALLS.—Prominent capitalists of St. Paul, New York city and Helena recently formed a company for the purpose of erecting the most extensive reduction works in the United States at Great Falls, Montana. The company has a capital of \$2,000,000, of which \$1,500,000 has been paid in. The building of an immense reduction works at this place, says the *Great Falls Tribune*, will be supplemented by the construction of a branch of the Montana Central to Neilhart and Clendenin, an enterprise of the highest importance to Great Falls.

STOCK IN PRIME CONDITION.—News from the cattle ranges of Montana tends to confirm statements already made of the freedom from losses this winter. It is stated that no loss of any consequence is reported anywhere. There has only been a couple of weeks of severe weather which came in January when it was very cold and the snowfall was heavy; but the excellent condition of the stock carried them through and now cattle and sheep are stated to be in prime condition. It is said that "beef killed right off the ranges and marketed now is of unsurpassed flavor."

Idaho.

THE COEUR D'ALENES.—Prof. J. E. Clayton estimates that within a few years the amount of the precious and base metal production of the Coeur d'Alenes will be 135,000 tons annually, valued at over \$9,000,000.

THE SPORTSMAN'S PARADISE.—The sportive and elusive trout are now laying wait at nights in the Coeur d'Alene Lake and its tributaries wondering when the festive but deceptive fly will wing their way in their direction to line them under false pretenses from their limpid depths. They have begun to rise and respond to the angler's ambitious designs. The Coeur d'Alene country is the sportsman's paradise. The woods and mountains around the lake and its tributaries abound in noble game for the rifle and birds of fine flesh and gay plumage for the shotgun.

Washington Territory.

THE EUREKA FLAT farmers are agitating the project of having the O. & W. T. R. R. build a line into that section from Wallula this spring. They have a fair prospect of being successful in their efforts.

OPEN THE COLVILLE RESERVATION.—The *Spokane Review* urges the speedy vacation of the Colville Indian Reservation, which is thirty miles wide, lying south along the British boundary and stretching westward from the Colville River to the Okanagon. It states that the area embraced is chiefly valuable for its metals and precious minerals, and that, therefore, the Indians themselves are anxious for its occupancy and development by white men.

HOUSES IN THE YAKIMA VALLEY.—Yakima Valley proper is fifty miles long by ten wide and with 320,000 acres of arable land is capable, with irrigation, of supporting one family on every forty acres or in all 40,000 people. There are other rich valleys adjacent and rich bunch grass bench lands, and a 100,000 people can find homes in this

country with soil that can produce the juiciest fruit and vegetables of extraordinary size, as well as cotton, corn, sorghum, tobacco and the best grade of hops.

THE FERTILE PALOUSE COUNTRY.—If you want to see a wheat country just take a glimpse at the Palouse. I have traveled all over this country and several others claiming to be wheat countries, but I never saw anything that would compare with that section. It is simply a marvel. Of course any kind of cereal will grow prolific in that soil, but it seems especially adapted to wheat, barley and alfalfa.—*E. A. Raleigh in Spokane Falls Chronicle.*

NEW DISCOVERIES.—New mining discoveries have been made near Wanicut Lake, twelve miles south of the British line and twenty miles west of the Okanagon River. Judging from the present indications the Okanagon country will be visited this season by many thousand miners and others, and if the present flattering prospects hold good one of the richest mineral producing districts in the West will be added to the wealth of Oregon and Washington.

WASHINGTON TERRITORY CROPS.—Robert Locke, of Hillhurst, W. T., raised over 500 bushels of potatoes to the acre, and thirty tons of cabbage to the acre. A. W. Hilden, Vancouver, W. T., has a three acre prune orchard that gave him a net income of \$1,800 in one season. Jas. Biles, of Olympia, W. T., has raised the Royal Ann Cherry that produced from 400 to 500 pounds to each tree, after they were twelve years old, and peaches that produced as high as 800 pounds to each tree.

A LAND BOOM ON THE DE FUCA STRAIT.—The land boom started in Clallam County and centered at Port Angeles seems to have shifted, first to Freshwater Bay and then to Crescent Bay, where it now holds forth. The object of the restless boom appears to be the problem as to what point the Vancouver Island Railroad will select as a ferry landing on the American shore when, if ever, the contemplated railroad is commenced and finished from the straits to the Columbia River. Those owning property in Port Angeles would be willing, so they say, to give about three-fourths of their boom property to have the railroad come to the old port of entry. The location of Crescent Bay and the harbor facilities, especially the latter, seems to unfit the locality for a shipping point of any prominence.—*Seattle Post-Intelligencer.*

A NEW TOWN IN THE BIG BEND COUNTRY.—Waterville is a place now of 700 people, although it was only laid out last fall. It is a Government townsite, and there is no speculation in town lots there. Any citizen can secure two lots by paying for the making out of the papers, but every man who secures a lot must build a house on it, before he can secure a patent for his buildings. From Waterville to within twelve miles of Spokane Falls, a distance of 125 miles, there is a gently rolling bunch grass country, which is an empire in itself, and all it requires is a thrifty class of settlers, and these will come with the advent of a railroad. The Big Bend, proper, comprises a strip of land 130 miles long and twenty miles wide, or in other words, 2,600 square miles of the best wheat producing land in the known world.

SPOKANE FALLS GROWING RAPIDLY.—Last year the number of residences erected here was unprecedented in the records of any town of the size of Spokane Falls in the country. It was only hoped that the number erected for the year 1888 would come within a few hundred of approaching the totals of 1887, and that would represent an exceedingly healthy growth. Now it looks as though the number of houses put up this year would far surpass the record of last season. Building did not fairly commence last year until well into the summer, but already houses are springing up in every quarter of the corporate limits. There cannot be less than fifty dwellings in every stage of construction at the present time, and new ones are started every day. The building mania is simply beyond comprehension. It shows plainly that lot buying is for the purpose of improving, and not for speculative purposes, as is the case in so many promising cities.—*Spokane Falls Review.*

HOW GRAIN YIELDS IN THE PALOUSE COUNTRY.—As an example of how grain yields in the Palouse Country, the threshers tell us that all the wheat on Union Flat, aggregating many thousands of acres, measured from fifty to sixty bushels, and that the average in a district thirty by sixty miles was forty-five bushels per acre. Carl Christensen, near Genesee, measured 110 bushels of six-rowed white barley from one acre. Mr. Kline near Uniontown, measured 161 bushels of the same kind of barley from one acre. Mr. Smith, near Genesee, measured over 1,100 bushels of wheat from eighteen acres. He had a sixty-acre field from which he expected to cut 1,500 bushels, and when it was cut it measured 4,000 bushels of wheat and 500 bushels of barley. This is marvelous, when we consider that the "headers" used here to harvest, waste seven bushels more per acre than "binders" do in other places where binders are used. Near Colfax, Chas. A. Hubbard raised 33,000 bushels of barley and 10,000 bushels of wheat. The barley was shipped in bulk to Milwaukee, Wis.—*Washington Farmer.*

INFORMATION ABOUT THE NORTHWEST

If you want to know all about the beauty, prosperity and recent remarkable growth of the city of St. Paul, and the scenes of the winter carnival, send twenty-five cents for our Carnival number, February, 1888. This is a special double number, profusely illustrated.

If you want to know all about North Dakota, its towns, farms, scenery and people, send fifteen cents for the January, 1888, number of THE NORTHWEST MAGAZINE. This is our new Dakota immigration number, and is profusely illustrated.

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If you want to know all about Spokane Falls, the growing business and manufacturing metropolis of Eastern Washington Territory, and the wonderful Cœur d'Alene country, send fifteen cents for THE NORTHWEST MAGAZINE for October, 1887.

If you want to know all about Helena, the capital of Montana, and the central city of the Northern Pacific belt, send fifteen cents in postage stamps for the September number of THE NORTHWEST MAGAZINE. This number is illustrated with seventy engravings of streets, buildings, ranches, mines, landscapes, etc. in and near Helena.

If you want to know all about Walla Walla, the beautiful Garden City of Washington Territory and its great wheat field; Phillipsburg, Montana and its silver mines, one of them, the Granite Mountain being the most productive mine in the world, and St. Cloud, Minnesota, the handsome manufacturing town of the Upper Mississippi Valley, send fifteen cents in postage stamps for THE NORTHWEST MAGAZINE for August, 1887.

If you want to know all about Butte, Montana, the greatest silver mining camp in the world, and all about Anaconda, Montana, the greatest copper smelting place in the world, send fifteen cents in postage stamps for THE NORTHWEST MAGAZINE for July, 1887.

If you want to know all about the new discoveries and old wonders of the National Park send fifteen cents for THE NORTHWEST MAGAZINE for May, 1887.

If you want to know all about the city of Minneapolis, send fifteen cents for THE NORTHWEST MAGAZINE for April, 1887.

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Close Connection made in Union Depot, Duluth, with Trains of the Duluth & Iron Range Railroad.

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WHICH INCLUDES MEALS AND BERTHS ON STEAMERS
Are made via Duluth to all points East reached by lake lines and their rail connections. Tickets can be procured going by lake, or lake and rail, and returning all rail if desired. Tickets can be purchased, Sleeping Car Accommodations and Berths on Steamers secured, and further information had by calling on or addressing the following Ticket Agents:

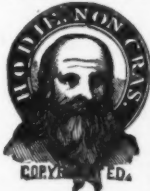
B. N. AUSTIN,
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A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Prof. J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Swords, 18 Wall Street, New York, report the following closing quotations of miscellaneous securities, March 24:

	Bid.	Asked.
Northern Pacific, common.....	20½	21
" " preferred.....	43	43½
" " 1st Mortgage Bonds 118½	117	117½
" " 2d " " 105	105½	106
" " 3d " " 91½	92	92½
" " Missouri Div. " 101½	102½	103
" " P.d Oreille " 100½	101	101½
" " Dividend Certificates.....	97	97½
St. Paul & Duluth, common.....	47½	49
" " preferred.....	94	96
" " 1st bonds.....	—	—
Oregon & Transcontinental.....	18	18½
" " 6's 1922.....	90	90½
Oregon Railway & Navigation.....	87	87½
" " 1st bonds 109½	109½	109½
" " Cons Mgtg 5's.....	99	99½
St. Paul & Northern Pacific.....	115½	116½
Northern Pacific Terminals 1st's.....	100	101½
Oregon Improvement Co.....	46½	47
" " 1st bonds.....	98	98½
James River Valley, 1st.....	104	104
Spokane & Palouse.....	—	103
Chicago, St. P., Mpl's & Omaha, com.....	35	35½
" " preferred.....	—	—
Chicago & Northwestern, common.....	106½	106½
" " preferred.....	140	140½
Chicago, Milwaukee & St. Paul, com.....	74½	74½
" " preferred.....	114½	115½
Milwaukee, Lake S. & Western, com.....	50	50
" " preferred.....	89	92
Mpl's & St. Louis, common.....	5	6
" " preferred.....	11	14
St. Paul, Minneapolis & Manitoba.....	97½	97½

Rapid Growth of Spokane Falls.

Spokane Falls, W.T., is coming to the front more rapidly than any city on the Northwest Pacific slope. Her growth and the rapid increase in values are permanent. The mining, lumbering, farming, grazing, manufacturing and other interests are rapidly pouring their wealth into her coffers. I. S. Kaufman & Co., the oldest real estate dealers in the place, have made fortunes for many of their outside customers, by making careful and judicious investments for them, and are ready to make others happy. Best of reference furnished if desired. Write them.

Porter, Muth & Cox, REAL ESTATE BROKERS, HELENA, MONTANA.

We have a fine list of City, Acre and Ranch Property.

Correspondence invited.

HANKS' GREAT FALLS AGENCY, Real Estate, Loans and Collections.

Great Falls Property of all kinds for sale.

\$100,000. Can loan \$100,000 on first mortgage real estate on improved property, which will yield the lender 10 per cent. No risk. Will guarantee every loan. Collections made. Correspondence invited. Address

WILL HANKS, Great Falls, Mont.

References: First National Bank, Great Falls; C. M. Webster, Sec'y Great Falls Water Power & Townsite Co.

J. M. STEELE, TACOMA, W. T., Real Estate Agent & Loan Broker.

Money loaned for Eastern parties, on the best of Real Estate Security, at ten per cent interest on three and five years' time, interest paid semi-annually. Farm, Timber and Town property, to suit purchasers, for sale.

OFFICE—First Door South of Central Hotel.

FAIRMAN, TERHUNE & CO., SPOKANE FALLS, W. T., Real Estate and Financial Agents.

\$100,000 to Loan on Improved Farming Lands.
Correspondence solicited.
Will make investments for non-residents

MONTHLY REVIEW OF THE WHEAT AND FLOUR MARKET.

OFFICE OF THE NORTHWEST MAGAZINE,
MINNEAPOLIS, March 29, 1888.

The last month has been marked with great difficulty in moving wheat and other produce. The trouble has been caused by frequent blockades of farmers roads and the wheat carrying railroads. There has been much trouble experienced by the Minneapolis millers in getting wheat enough from country elevators to keep the mills going. The mills have been compelled, on that account, to draw from wheat in store here that had been held for other purposes that has not unfrequently entailed extra expense to both miller and elevator owner. It is yet to be developed how winter wheat will finally come out of the freezing, thawing and sleet incident to the season. There appears to be a well defined belief abroad, and in many parts of this country, that the amount of wheat now in the hands of farmers, added to that in the visible supply, with the unmeasured quantity, in distribution in elevators and cars, between producers granaries and mills is greater than a year ago. The belief is quite general that the amount wanted from this country to go abroad is smaller than last year. The argument then is that there being a greater supply and smaller demand prices should be lower than a year ago. For purposes of present speculation it does not matter whether the supply and demand theory is correct or false. It is opinion that determines action, and the current opinion is undoubtedly that way. There was an important break early in the week, but the apparent hope of Chicago wreckers, to shake all life out of the cereal markets was disturbed by unfavorable weather and its possible effect. It has been between large surplus and uncertain crop weather that prices in the general markets have swung. Speculators have traded heavily in wheat and corn, not largely outside of boards of trade members perhaps, but among them option trading has been unusually large. When the facts regarding the surplus really develop, showing as they probably will that they are less than now figured, there is hope of a reasonable rise in prices. The way the winter wheat emerges from the winter and the outlook for spring crops will soon have important influence on determining the future. To say prices are low is no reason for an advance unless other circumstances combine to make them higher. Such a combination is not improbable. There is reason for believing that the winter wheat crop will be below the average. The snow hangs on to the spring wheat sections and late seeding is now assured. Late seeding is not assuring of even an average yield. The visible supply of wheat is now about 17,000,000 bushels under a year ago. The milling and consumptive demands are large, with a fair amount in wheat and flour going abroad. These will probably bring down the visible supply to some 20,000,000 bushels before the new crop shuts off the decrease and promise is assured of a greatly decreased amount of stocks left in farmers granaries. All these are influences stimulating in their character and when the full force of them comes to be felt there are the best of reasons for expecting higher breadstuff. But, until they assert themselves by undisputed developments speculative plungers may be expected to frequently depress prices. Prices of wheat closed in Minneapolis at 75c. for No. 1 hard, cash and April, 76 May, 77 June; No. 1 Northern 73½ April, 74½ May, 75½ June. Track prices of cash wheat were 76½ for No. 1 hard, 74½ @ 75½ for No. 1 Northern.

Still Dead.

An Iowa editor wrote to a Dakota postmaster inquiring about a delinquent subscriber. The letter came back indorsed, "The man is dead." Some time afterward, in overhauling a list of delinquents, an inquiry was inadvertently sent to the same postmaster about the same man. The reply came back: "Still dead."—Mayville, (Dak.) Tribune.

WESTERN HUMOR.

Agriculture in California.

Southern California Agent—"There, sir, look over into that field. Did you ever see a man plough so easily as that?"

Eastern Farmer—"By gum! The plough does seem to go easy, don't it? The man seems to enjoy it."

"Yes, sir; keeps jumping and dancing along like a boy; just see his heels fly."

"Looks a good deal like a jig, I must say."

"Little Boy (native)—Pop ain't dancin'; he's tryin' ter keep outen the way o' the tarantulas an' rattle-snakes wot he turns up.—*Omaha World*.

Bob Ingersoll in a Pew.

There is a story that is told as a fact in the circle wherein Col. Robert G. Ingersoll moves: He entered a church, sauntered right up the middle aisle and coolly took his seat in one of the finest pews. A few moments later the owner of the pew, a pompous, purse-proud, but orthodox man, marched with telling strides to its door. He seemed slightly disconcerted at seeing a stranger in occupation. He seated himself, and taking a memorandum book from his pocket, wrote: "I pay \$3,000 a year for this pew, sir!" Coolly taking his pencil from his pocket without changing his position, the man of the silver tongue wrote underneath: "I don't doubt your word, sir. It's a d—d good pew!"—*Chicago Herald*.

A Joke on the Editor.

John McNeil played us a rough little joke yesterday. He came rushing into our office, almost out of breath, saying: "Did you hear the news? Al Lowe has got a fine pair of twins, a boy and a girl." We took it all down like new milk, believing every word of it, but imagine our surprise, when we learned, five minutes after the *Journal* had been flung to the breeze, that the twins referred to, were young twin calves and not babies at all. We hunted for John with a double-barrel shotgun till eleven o'clock last night but couldn't find him. A man of his age, to get off a joke of that kind is simply immense and demands a grand jury's attention and rigid investigation. As for us, we are willing to forgive him.—*Walla Walla Journal*.

A Dead Hard Game.

The famous legislature that met at Bismarck after the capital removal was composed of many "old settlers" who were fond of indulging in the national game of draw poker. "The 'old gang' were all 'high rollers.'" It is vouched for by a prominent Democrat that one morning, after a long session, a member from Sioux Falls, who enjoys particular political prominence, was observed in a dilapidated condition. His once immaculate shirt front was a reeking mass of tobacco juice. A friend called his attention to the fact. "Yes," he says, "I know it. You see I was playing draw with Col. — and Major — and Old — last night, and it was a dead hard game. If I had turned around to spit it would have cost me a hundred dollars a spit."—*Cooperstown Courier*.

She Didn't Wash the Damn Out.

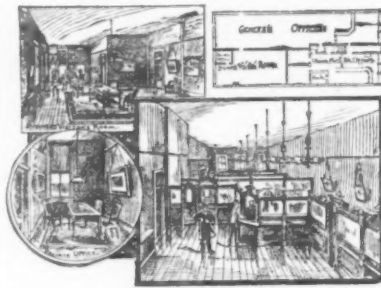
Little Bobby was playing at a Fourth Street residence where his mother was visiting, and suddenly came into the parlor amid the company, saying: "Ma, I say d—n Johnny, he's no good; he won't play with me."

"Why, Bobby?" exclaimed his horror-stricken mamma, "come right here to me. I must wash that naughty word right out of your mouth."

So she took the astonished youth into the bath room, and in order to enforce on his memory the injunction that he mustn't use cuss words any more she washed his lips tongue and teeth with soap till the kid was nearly nauseated. Finally, when his mouth was all washed out clean, the lady inquired:

"Now, Bobby, how do you feel?"

"Well, mamma," said Bobby, "damn's there yet."



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DULUTH, MINN.

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PEPSIN TABLETS FOR DYSPEPSIA

CURES MORE CASES OF DYSPEPSIA THAN ALL OTHER REMEDIES COMBINED.

A prominent physician in Berlin, Germany, has just discovered that Catarrh can readily be cured by CARL L. JENSEN'S CRYSTAL PEPsin TABLETS, the famous Dyspepsia remedy. The discovery was accidental. Patients who simultaneously suffered from Dyspepsia and Catarrh were also cured from the latter complaints, thereby proving that perhaps most cases of Catarrh are created by Dyspepsia or Indigestion.—For sale by all reputable druggists.

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St. Paul, Minn.

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The Land Department of the Northern Pacific Railroad Company at St. Paul, Minn., and at Portland, Oregon, employs Norwegian, Swedish and German agents, who meet intending settlers and give them all needed information and assistance.

P. B. GROAT,
General Emigration Agent,
St. Paul, Minn.

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WESTERN LAND DISTRICT,

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General Land Agent, Tacoma, W. T.

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FREE

All along the line of the Northern Pacific Railroad and its branches Government lands lying in alternate sections with the railroad lands are offered by the United States Government to actual settlers under the Homestead, Pre-emption and Tree Culture Laws. These are the best and most productive lands ever offered for settlement. MORE THAN ONE HALF of all the public land taken by private entry in the United States during the fiscal years of 1885 and 1886 is located in States and Territories traversed by the Northern Pacific Railroad. OVER 36 per cent of the number of all private entries made during the same period in the United States have been filed in Dakota.

Northern Pacific Railroad Lands

in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

Some of the Advantages of Buying Lands of the Railroad Company

Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

WISCONSIN, MINNESOTA, NORTH DAKOTA AND MONTANA.—For Lands in Wisconsin, Minnesota, Dakota and Montana, on the five years' plan, the terms of payment are, one sixth cash; balance in five equal annual installments with 7 per cent interest.

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GRAZING LANDS in Dakota, Montana and Washington, in tracts of one section and over, are sold on ten years' time, without requiring settlement.

REBATES ON ALL LANDS IN MINNESOTA AND DAKOTA EAST OF THE MISSOURI RIVER.

A rebate of \$1 per acre will be made for the area broken and put under cultivation within the first two years after the sale.

REBATES OF RAILROAD FARE

A rebate of the full price of a "One Way Ticket" or one-half of the price of a "Round Trip Ticket" from St. Paul, Minneapolis, Duluth or Superior to stations on the Northern Pacific Railroad in MINNESOTA AND NORTH DAKOTA may be applied in part-payment for 160 acres or more of the company's land in MINNESOTA AND DAKOTA, bought by and in the name of the purchaser of the ticket and within forty days from the date of the ticket. To secure the rebate the certificate printed on the ticket must be delivered to the General Land Agent at St. Paul, at the time of purchase of land and within the time specified above.

The Northern Pacific Railroad Company owns desirable Lots and Blocks in most of the following named Towns, which are for sale at reasonable prices.

TOWNS IN EASTERN LAND DISTRICT ON MAIN LINE N. P. R. R.

MINNESOTA—Brainerd, Frazee City, Wadena (eastern terminus N. P., F. & B. H. R. R.)

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NORTH DAKOTA—Mapleton, Casselton, Windsor, Crystal Springs, Tappan, Menoken, Bismarck (Capital of Dakota and U. S. Land Office), Mandan, Marmot, New Salem, Sims, Glenullen, Hebron, Richardson, Taylor, Gladstone, Dickinson, Belfield. On N. P., F. & B. H. Branch—Wahpeton, Milnor (western terminus N. P., F. & B. H. R. R.) On the Fargo & Southwestern Branch—Leonard, Sheldon, Butzville, Lisbon, Marshall, LaMoure (western terminus of the F. & S. W. Branch). On the Jamestown & Northern Branch—Melville, Carrington (the junction of the Mouse River Branch of the Jamestown & Northern R. R.), Sykeston (the Mouse River Branch completed to this point), New Rockford, Edmunds, Minnewaukan (the terminus of the Jamestown & Northern Branch on Devils Lake, and supply point for Turtle Mountain and Mouse River country).

MONTANA—Helena (capital of Montana and U. S. Land Office), Garrison (junction of the Utah & Northern Railroad, Drummond, Missoula, Thompson's Falls, Glendive, Miles City (U. S. Land Office), Hathaway, Forsyth, Livingston (junction with the Yellowstone National Park Branch), Bozeman (U. S. Land Office), Moreland, Gallatin, Townsend.

TOWNS IN WESTERN LAND DISTRICT ON MAIN LINE N. P. R. R.

WASHINGTON TERRITORY AND IDAHO—Tacoma (the western terminus of the Northern Pacific Railroad), Spokane Falls (U. S. Land Office), Cheney, Sprague, Harrison, Ritzville, Pataha, North Yakima, Ainsworth, Rathdrum, Trent.

TERMS OF SALE FOR NORTHERN PACIFIC R. R. TOWN LOTS.

One-quarter cash on application; balance in three (3) equal payments, due four (4), eight (8), and twelve (12) months from date of sale. Interest on deferred payments at the rate of seven (7) per cent. per annum.

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The improvements at St. Paul Park were started July 1st, 1887. In 1887 over 100 buildings were erected, costing \$300,000. The following manufacturing concerns are now located and in operation:

	Capacity.	Cost of Factory.		Cost.
J. L. Spencer Carriage Co.	200 workmen.	\$ 35,000	11 Stores.....	\$ 22,000
St. Paul Knitting Works.....	300 "	40,000	3 Hotels.....	29,000
W. R. Church Cart Co.....	50 "	12,000	18 Residences, \$2,000 each.....	36,000
St. Paul Park Silk Co.....	25 "	7,000	28 Residences, \$1,000 each.....	28,000
St. Paul Park Broom Co.....	50 "	5,000	25 Residences, \$900 each.....	22,500
Globe Engine and Boiler Works.....	25 "	7,500	35 Stone foundations not yet built upon.....	5,250
H. A. Peterson Agricultural Implements.....	25 "	8,000	Burlington R. R. brick passenger station.....	4,000
John Dudley Lumber Co.....	25 "	5,000		
H. A. Muckle Sleigh Co.....	75 "	20,000		
Total.....	775	\$139,500	Total.....	\$286,250

A CASH BONUS AND LAND NECESSARY FOR BUILDINGS WILL BE DONATED to any other reputable manufacturing concerns to locate at St. Paul Park. St. Paul Park is owned by the St. Paul Park Improvement Company. The present townsite is a fine level tract of 1,200 acres, located on the Mississippi River east from St. Paul, one mile from the city limits, and on the River Divisions of both the Chicago, Milwaukee & St. Paul, and Chicago, Burlington & Northern Railways. THE BURLINGTON ROAD RUNS HOURLY MOTOR TRAINS BETWEEN ST. PAUL UNION DEPOT AND ST. PAUL PARK. Fare six cents per ride for twenty-five ride tickets.

Desirable Building Lots for Sale at \$200 to \$300 per Lot.

TERMS: One-third cash; balance equal amounts in 1 and 2, or 1, 2 and 3 years, with 8 per cent. interest, payable semi-annually. 3 per cent. discount if all cash is paid. Sales will also be made on MONTHLY PAYMENTS, terms \$25 or more per lot cash, and \$10 or more per month, interest 8 per cent., payable semi-annually.

The St. Paul Park Improvement Co. will expend this year \$100,000 in locating manufactories and other improvements, in addition to this about the same amount will be expended by individual parties. Another brick depot will be erected by the Burlington Road at 12th Avenue; 100 residences will be built; also schools, churches, etc.

Parties out of the city who wish to purchase lots at St. Paul Park, can write to the Company or to any of the manufactories named above who will gladly make selection. For maps, illustrated papers and other information call on or address,

ST. PAUL PARK IMPROVEMENT CO.,

28 East Fourth St, next to Globe Building,

ST. PAUL, MINN.

M. D. MILLER, President. F. S. BRYANT, Secretary.

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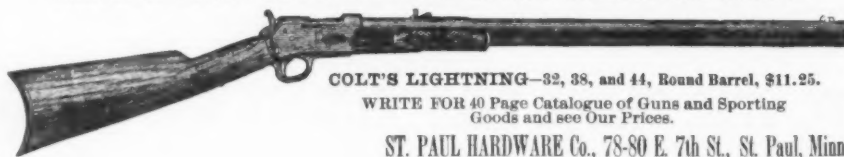
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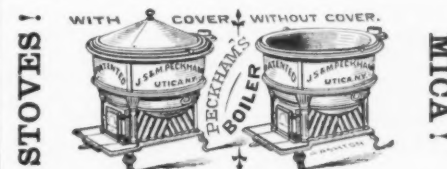
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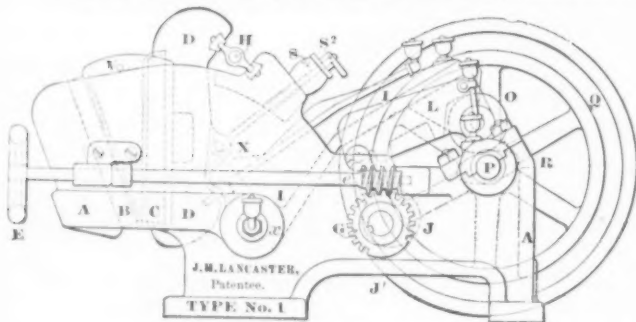


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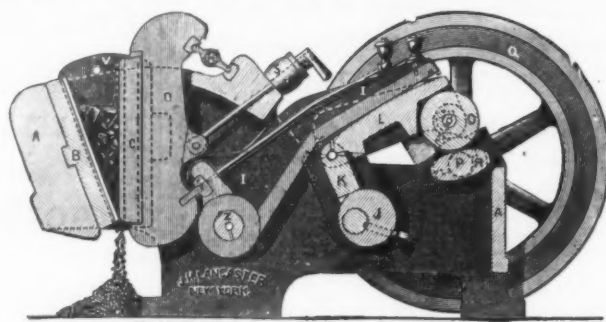
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The "Lancaster" Rock Breaking and Crushing Machines will successfully break and crush the hardest and most refractory substances as well also as softer minerals, and may be operated by hand, horse-gear, steam, water, wind-mill, or other available power.

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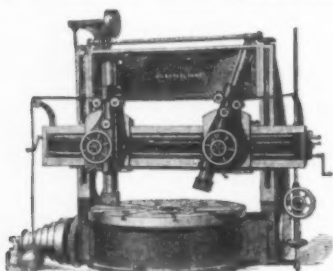
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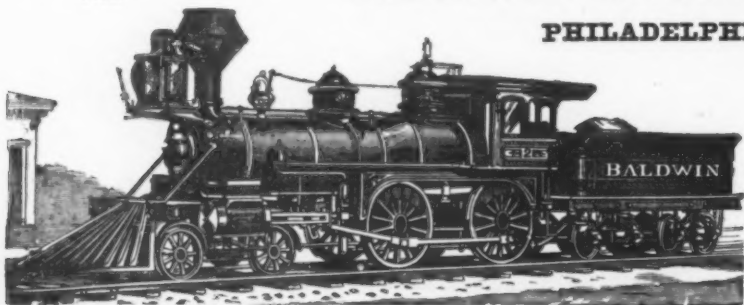
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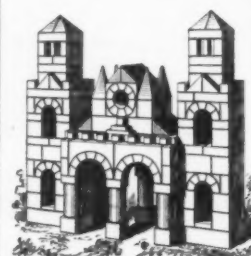
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This Company own and control 20,000 acres of land in Marion County, Florida, 187 feet above the sea level, and consisting of high, dry, rolling, fertile pine land.
To enhance the value of all this land by large and diversified ownership, the Company propose to give away a portion of this property in cottage sites, and five, ten, twenty and forty acre tracts, suitable for orange grove and vegetable culture, and to those who accept this offer and send their name and address we will send a numbered

WARRANTY DEED OPTION BOND,
which entitles the holder to one of the following tracts as specified:
40 ACRE TRACTS, 20 ACRE TRACTS, 10 ACRE TRACTS, 5 ACRE TRACTS, COTTAGE SITES AND BUSINESS LOTS.
The above tracts, cottage sites and business lots consist of about one-half our lands. By giving away one-half and reserving the balance, we expect the price to quadruple within a year, as many will undoubtedly settle and improve, although this is optional the land being given free, with no conditions as to settlement or improvements.
This land will be allotted as applications are received, IN A FAIR AND EQUITABLE MANNER, and with no preferences.

NO CHARGE FOR THE LAND.
After you have received your bond, if you will fill it out with full name complying with its provisions and return to us, we will then execute and forward to you a WARRANTY DEED which makes you absolute owner forever. No charge whatever is made for the Warranty Deed Option Bond, but we require 10 cents in stamps, Postal Note or Cash, or 50 cents in stamps, when application is sent for the deed bond. This amount is a pro-rata charge to help pay for this advertisement, postage, and also a handsomely illustrated book on Florida, its climate, soil, orange culture, &c. and is in no sense a charge for the deed bond or the land it calls for. After receiving the option bond you are not obligated to have

the deed executed if the location or land does not suit you and the 25 cts. expense will be returned in such case. But it is hoped you will accept this proposition in the spirit in which it is presented, that of securing property for yourself or children, which must increase in value from year to year by reason of rapid settlement and improvements.

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All our lands are located in and around LEROY, MARION CO., FLORIDA, ten miles from Ocala, the county seat, a thriving town of 3,500 inhabitants. It is all high, dry, rolling pine land, free from wet spots, and one of the healthiest locations in Florida. The SILVER SPRINGS, Ocala & GULF RAILROAD, runs through it.
Mr. J. P. Mann, Jr., General Manager of this railroad, in speaking of this land, says:
"I should think \$5,000 no extraordinary price for our one-half interest of only 160 acres so favorably situated, for a town with a handsome and ornamental depot already established, and such fine prospects of local importance. It is all high, dry, rolling and fertile pine land, and there is no more healthy location in Florida. The surrounding country, as well as this land, is especially adapted to ORANGE and VEGETABLE culture, as well as to upland rice, long staple cotton, corn, and choice varieties of tobacco."

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The climate of this section is unsurpassed by any in the world, not even excepting Italy. Cool, balmy, delightful breezes are constantly blowing between the Gulf and the Atlantic. The thermometer rarely goes above 90 in Summer or below 40 in the Winter. No sunstrokes ever occur in summer, and nights are delightfully cool. This immediate neighborhood is well adapted for a Summer as well as Winter resort.

ENDORSEMENT. Ocala, Fla., Dec. 10, 1887.—We, the undersigned, hereby certify that the land in and around Leroy, Marion County, Florida, is high, dry, rolling pine land, well located on the S.E. & O. & G. R.R., of fair quality, and will compare favorably with the average pine lands of Florida, and bids fair to enhance in value. JNO. F. DUNN, President Merchants National Bank, Ocala; P. BULLOCK, County Clerk; J. R. MOREHEAD, County Surveyor; H. W. LONG, County Commissioner; F. E. HARRIS, Editor Ocala Banner; T. W. HARRIS, Editor Free Press; A. P. MANN, Jr., Gen'l Manager S. S., O. & C. R. R.; BAKER & ADAMS ABSTRACT COMPANY; JAMES L. WHITE, Ex-County Surveyor.

MONEY LOANED. This Company is prepared to loan money for improvements upon property secured from the Company, giving five years to pay for same. Plans of houses will be furnished free upon application to those wishing to build, but it is entirely optional with owners of land whether they build or not. The Company will also contract to see out and take care of orange grove tracts for five years.

TAXES PAID. The Company will pay all taxes upon this property until 1890.

FACTS. Marion County is one of the richest counties in Florida, contains excellent soil and raises more than half the orange and lemon crop of the State. LEROY is the centre of one of the healthiest and most fertile sections. No swamps, no malaria, and so far south as to be below what is termed the "frost line." The celebrated Withlacoochee River, close by, is filled with choice varieties of fish, while deer and other game fill the forests for miles around. Blue Springs, within fifteen minutes of Leroy, is one of the wonders of the State.

LOCAL CLUBS. To those wishing to form clubs in their town we will send five warranty deed option bonds for \$1.00; ten for \$2.00; fifteen for \$3.00; twenty-five for \$5.00; forty for \$8.00; fifty for \$10.00. No more than fifty will be sent to any one club.

WRITE TO-DAY. This offer will soon be withdrawn. Send in a club and have your friends interested with you. If free property is all taken when your order is received, money will be refunded. The more owners the more values are increased. This is what makes real estate in our large cities so valuable, and it is our only reason for making this unparalleled offer. Send money by Postal Note, Money Order or Registered Letter. Address,

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A LITTLE NONSENSE.

"Matrimony," coming from the Latin word "mater," which means "mother," shows that the wife is boss. If the husband were it would be "patrimony." See?

Minister—"Well, Bobby, what do you want to be when you grow up?"

Bobby (suffering from parental discipline)—"An orphan."

"Y R U so C D in your dress?" asked the school teacher of a tramp.

"X Qs me, mum," replied he, I "drank to X S."—*Pittsburgh Chronicle*.

Little Tommy—"Ma, wouldn't it be nice if you had the toothache, 'stead of Bridget?" Mrs. Blueblood—"Why, my son?" Tommy—"Cause you could take your teeth out; she can't."

Mortz Saphir, the witty Austrian journalist, was once standing in a crowded theatre. Some one leaned on his back, thrusting his head over his shoulder. Saphir drew out his handkerchief and wiped the man's nose violently. The latter started back. "Oh, I beg your pardon," said Saphir, "I thought it was mine."

THE HUMAN BODY DESCRIBED.—The following was recently turned in as a bona fide composition by an Indiana school-boy: "The human body is made up of the head, the thorax, and the abdomen. The head contains

and abused the photographer. "But, my dear sir," said the latter, "since the picture doesn't resemble you, what in the world are you complaining about?"

Little Stuart had spent his first day at school. "What did you learn?" was his auntie's question. "Didn't learn anything." "Well, what did you do?" "Didn't do anything. There was a woman wanting to know how to spell 'cat,' and after she bothered some time I told her."

She fell and he ran to assist her,
And picked up her muff and her "wristler."
"Did you fall miss?" he cried,
"Did you think," she replied,
"I sat down for the fun of it, mister?"

An old man entered a village public house and called for a gill of whisky. He had just tasted it when the servant asked him if she should bring any water. "Water? Na, na, lassie," was the answer; "ony ane wha's no satisfied wi' the water that's in't already maun be hard to please."

Wife—"I found an egg in the coal bin this morning. That's a queer place for a hen to lay in."
Husband—"Just the place, my dear; just the place."
W.—"Just the place?"
H.—"Why, certainly. If our hens begin to lay in coal for us we won't need to mind how the price goes up."

Worried Wife—"Oh, doctor, what has detained you? I sent for you at twelve o'clock; my husband is very low, indeed." Doctor (complacently)—"Yes, I received your call then, but as I had an engagement with another



The Fascinating Ballet.

Mrs. Lightly (to Mr. L.)—"Edward, dear, who is it you are looking at so persistently? Is it some one whom we know?"

the brains when there is any. The thorax contains the heart, lungs and diaphragm. The abdomen contains the bowels, of which there are five, A, E, I, O, U, and sometimes W and Y."

For the benefit of those who are getting tired of "Truly rural" as a cure for stammering the following is respectfully submitted: Pronounce rapidly "She sells sea shells, shall she sell sea shells?"

Late Arrival (whispering to stranger at a concert)—"Is that the violin virtuoso just leaving the stage?" Stranger—"Durned if I know whether he is virtuoso or not, but he can play the fiddle like thunder."

It is a singular phase of human nature that when a man gives his wife a dime to buy a box of hair pins or a gum ring for the baby it looks about seven times as big as when he plunks it down for bitters.

A particular old gentleman, pulling something out of his soup that should not have been included among the other ingredients, thus addressed the cook: "Josephine, I am much obliged for your thoughtfulness, but next time kindly give it to me in a locket."—*Judge*.

A French dandy went to a photographer to get his picture taken. When the job was done he refused to pay on the ground that the picture did not look like him, and he left the establishment. Next morning he passed by the place and saw his picture hanging in the show-case and under it were the startling words in big letters, "The biggest fool in the whole town." He rushed into the store

patient in this neighborhood at six o'clock I thought I'd make one job of it and kill two birds with one stone."

Oh, no, my son, oh, no. Because you can (and often do) monopolize the conversation of the entire party, does not prove that your vocabulary is rich and varied. A man with twenty nickels can count them over and over a million times, but that doesn't make him a millionaire. Not by a dictionary full.—*Pittsburg Press*.

A lady who supported a worthless husband by keeping boarders, had him cremated when death relieved him, and an old boarder to whom she applied for an inscription for the cinerary urn gave her this:

Here rests the husband of a wife
Who kept the vows that wed;
She earned his ashes while he lived
And urned his ashes, dead.

"I wonder why Mr. Green hollers so when he prays?" remarked Mr. Dimdale on Sunday after church.

"He has to," piped in the small Dimdale from his perch at the window; "it says so in the Bible."

"I should like to know where," suggested Mr. Dimdale.
"Don't it say 'Hollered be Thy name'" answered the small boy with convincing promptness.—*Detroit Free Press*.

A RELIEF TO HIMSELF.—Gentlemen (to Uncle Rastus, who is troubled with a balky mule)—"Uncle Rastus, do you think kicking that mule in the stomach will make him go?" Uncle Rastus—"Da hain't nuffin wot'll make dat mule go when he 'cludes not to, sah. I'm only kickin' him fo' my own satisfaction."—*Accident News*.

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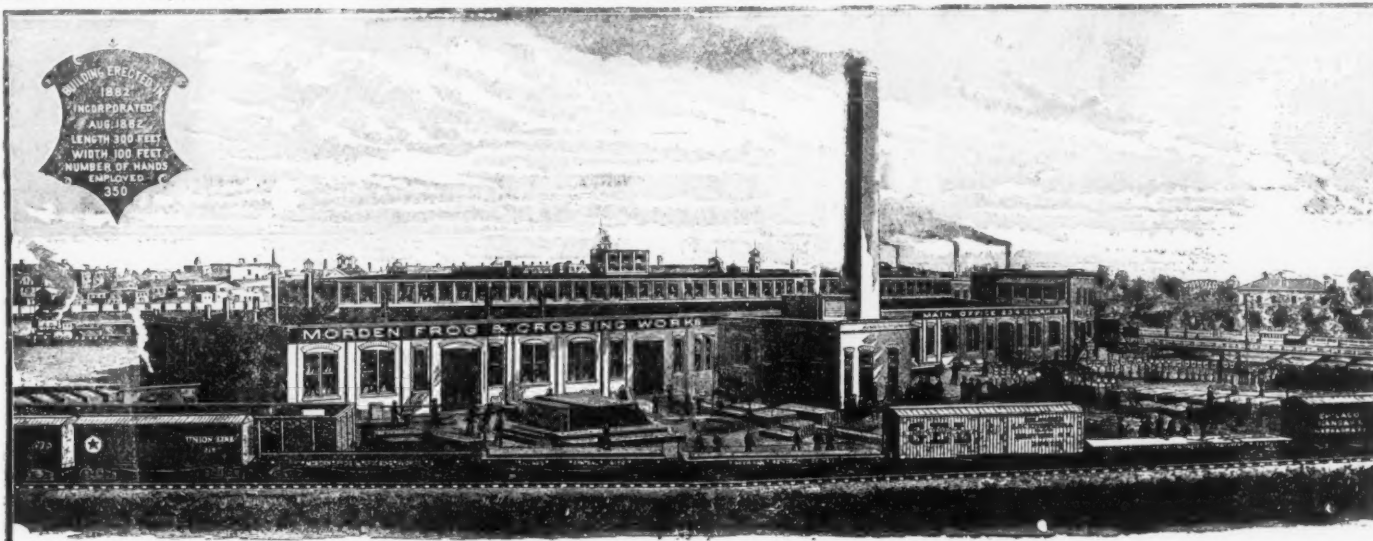
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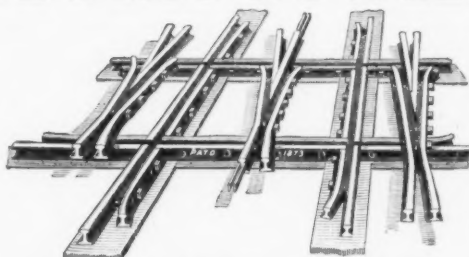
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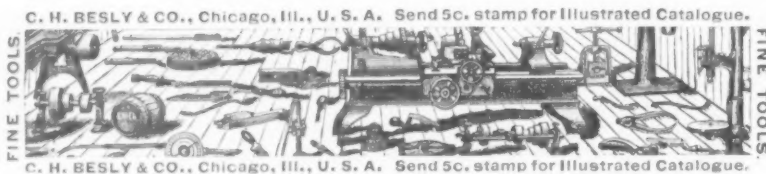
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